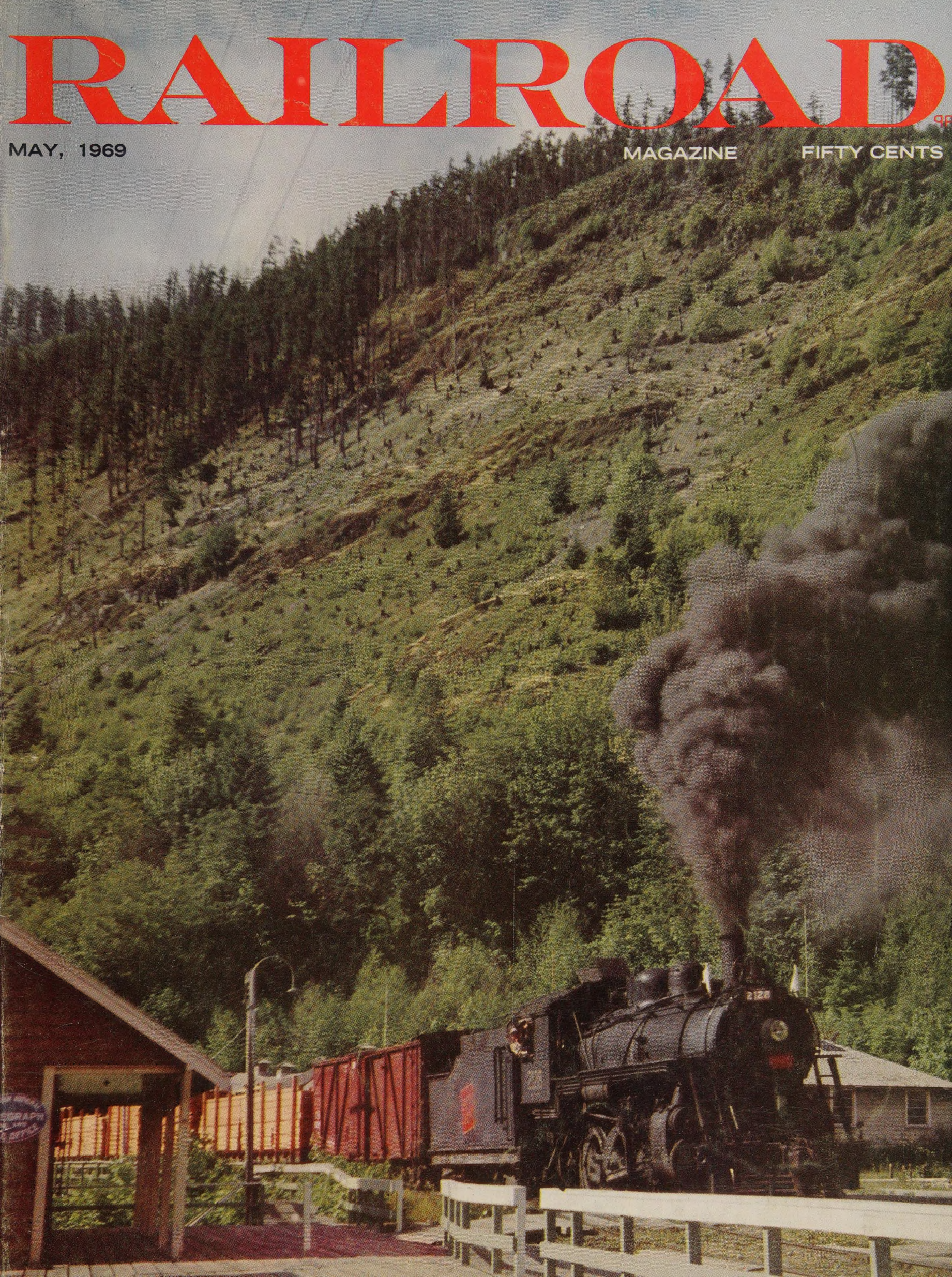
# RAILROAD

MAY, 1969

MAGAZINE FIFTY CENTS



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*(The following quotes from U. S. Labor Dept. point out nationwide shortage for Draftsmen):*

**"The dearth of qualified applicants has resulted in increasing calls for trainees, as employers in many areas relaxed hiring specifications. Experience requirements have been virtually eliminated, along with age barriers."**

**"Steadily growing employer requirements...were accompanied by marked reductions in the supply of draftsmen available."**

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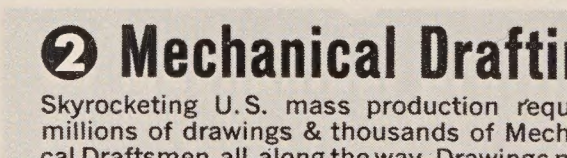
NASD's staff of Professional Draftsmen guide you step-by-step. With our spare time home-study plan you work on actual projects. Makes learning fun – easy to remember, too. Many graduates have succeeded with only grade school training. Others report good earnings drafting part time while still learning. Rush coupon today sure . . . get **FREE "DRAFTING CAREER KIT," Sample Lesson, Drafting Aptitude Test** including intriguing new **5-Way Drafting Instrument** and **20 page Book** "Your Future in Drafting"—jam-packed with revealing facts on your opportunity to win top pay and job security in Drafting. Everything mailed to you **FREE** and **WITHOUT OBLIGATION.** *No salesman will call.*

## Take Your Pick of 2 EXCITING FIELDS

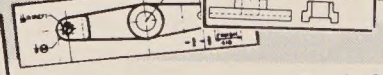
### ❶ Architectural Drafting

Today's population explosion guarantees boom in building of homes, churches, schools, factories, office buildings & warehouses is just starting. Thousands Architectural Draftsmen needed NOW because drawings must be made of every part of every building before ground can be broken.

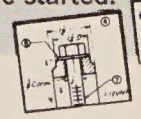


### ❷ Mechanical Drafting

Skyrocketing U.S. mass production requires millions of drawings & thousands of Mechanical Draftsmen all along the way. Drawings must be made of every PART of every product used in the U.S. (as well as of the machines that make these parts) before production can be started.



### HERE'S WHAT STUDENTS SAY



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"My first position after completing your course jumped my income from $350 to $820 per month." —G. W., Tenn.

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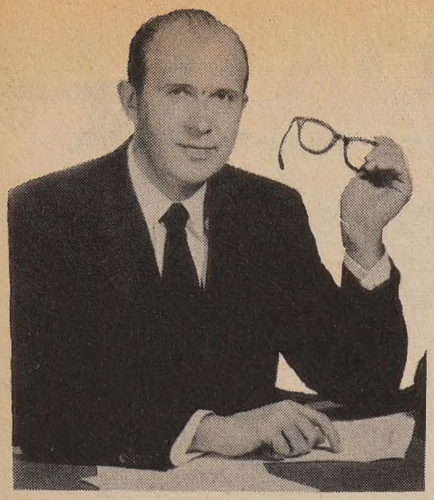

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

# Shamed by your English?

## You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

### LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

#### What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

#### Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

#### The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

#### Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

**Question** *What is so important about my ability to speak and write?*

**Answer** People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

**Question** *What does a "command of good English" mean?*

**Answer** It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

**Question** *Are there other advantages to be gained by acquiring a command of good English?*

**Answer** Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

**Question** *Wouldn't I have to go back to school for a command of good English?*

**Answer** No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

**Question** *Is this something new?*

**Answer** Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

**Question** *How do I know it works?*

**Answer** There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

**Question** *How long will it take me to learn to speak and write like a college graduate, using your method?*

**Answer** In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

**Question** *How can I find out more about the Career Institute Method?*

**Answer** I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card or letter today to Career Institute, Dept. 442, , 555 E. Lange St., Mundelein, Illinois 60060. No salesman will call.

**DON BOLANDER,** Career Institute, Dept. 442, 555 E. Lange St., Mundelein, Illinois 60060.

Please mail to me, without obligation, a free copy of your 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH.

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If 18 or under, check here for special booklet. ☐

# RAILROAD MAGAZINE

*Adventurous Railroading and Rail Hobbies—Founded 1906*

VOL. 85, No. 1 MAY, 1969 50 CENTS



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**Four different engines, each with its own color scheme, pull an east-bound Penn Central freight: NYC 3092 (GP40), PC 2333 (GP35), PRR 2627 (U25B), and CB&Q 042 (GP30) at Dalton, Mass., July '68.**

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# "It's amazing the set up you get in the accident investigation field."

**MEN URGENTLY NEEDED! NO SELLING!**

# BIG PAY, NEW CAR, PLUS EXPENSES

"I received a good starting salary, a new car, credit cards, expense account and insurance. It's amazing the set up you get in the Accident Investigation field."

Those are the words of a recent Universal Schools' graduate who went to work as a staff investigator for an insurance company. Before stepping into this remarkable field of opportunity, he worked in a factory. He had no experience in Accident Investigation, no college degree.

Yet, he made the jump from plant worker to professional man in a surprisingly short time with the training and help of Universal Schools. There are hundreds of such personal success stories in the files of Universal because . . .

## Men Are Urgently Needed

The Accident Investigation field is booming now—everywhere—and getting bigger every day. Here's why: Before this day ends, there will be more than 440,000 accidents and losses of all kinds in all parts of this country and Canada. And that happens every day! These accidents must be investigated, reported, settled by trained men. Is it any wonder that more and more men are needed now to handle this tremendous work load?

**Approved For Veterans' Training**

***FREE PLACEMENT SERVICE***

Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

## Here Is Solid Security And Exciting Variety

Every year the accident rate goes higher as population increases. Just imagine what the daily accident and loss rate will be in 10 . . . 15 . . . 20 years when our population has increased by millions upon millions of people.

And that means security, solid security, for the man who trains now for Accident Investigation. He can look ahead to years of steady, exciting, growing opportunity with no fear of lay off, automation or recession. Good times or bad, accidents and losses will keep right on happening and trained men will be working to keep up with the demand.

## 3 Career Choices Open To Men Everywhere

1. **Company Staff Investigator:** As a full time company Investigator, you typically receive top starting pay, a new car, expenses, and free insurance program. **Pay and benefits can equal up to $9,000 a year to start!** Salary reviews and chances for advancement are frequent in this fast-moving business.

2. **Work Spare Time:** Many Universal graduates keep their full time jobs and earn an extra paycheck every week by taking spare time assignments. Spare time earnings can easily range from $200 to $400 a month and more, plus expenses paid!

3. **Be Your Own Boss:** Start your own Independent Accident Investigation business in your own home at virtually no cost. Earn up to $1,000 a month and more clear. Some Universal graduates make up to $8 an hour in their own businesses.

## Free Book Tells How You Can Qualify

For many years Universal Schools has specialized in training inexperienced men of only average education to step into excellent positions in Accident Investigation. Successful graduates range in age from 20 to 55. Hundreds of Universal trained men are at work right now in all parts of the United States and Canada, enjoying fine incomes, security and prestige in Accident Investigation.

Free and without obligation of any kind, we will send you a book outlining your opportunities in this field. No salesman will call on you. We will show you what Universal has done for others; what we can do for you. We will show you how you can train in your own home, at your own pace, at amazingly low cost. No need to change or switch jobs. We will give you actual names and locations of successful Universal graduates in all sections of the United States and Canada. You read, you consider, you decide in privacy. You have nothing to lose.

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Please rush me your free book on opportunities and earnings in the Accident Investigation field. I understand there is absolutely no obligation and that no salesman will call on me.

Name _____ Age _____

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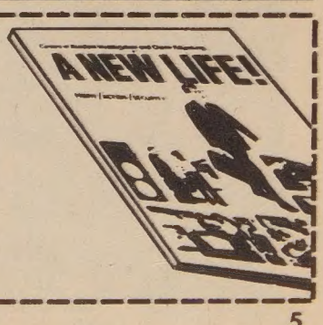
City _____ State _____ Zip Code _____



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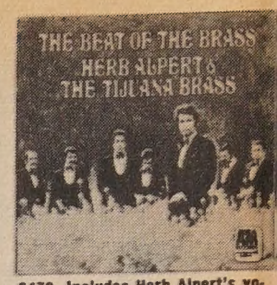
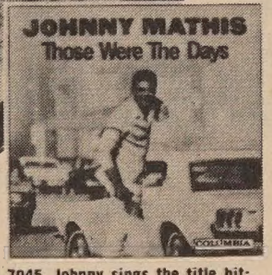



6479. Includes Herb Alpert's vocal hit: This Guy's In Love With You, Cabaret, etc.

6898. Strangers In The Night. It Was A Very Good Year, That's Life, Summer Wind, 12 in all

7168. Two-Record Set (Counts As One Selection). Try To Remember, People, Autumn Leaves, 21 in all

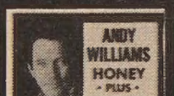



7045. Johnny sings the title hit; plus Light My Fire, Little Green Apples, etc.

7029. Also: Reverend Posey, The Common Cold, Now and Then, Can You Tell, Give In, 11 in all

7186. Includes: Keep An Eye, He's My Sunny Boy, Can't Shake It Loose, I'll Set You Free, etc.

Savings are off regular Club prices




6558. Plus: Love Is Blue; Windy, Up, Up And Away; etc.

6843. Includes: Man's Temptation, Harvey's Tune, etc.

6366. Includes: Old Friends, At The Zoo, Fakin' It, etc.

6897. Also: People; The Good, The Bad And The Ugly; 11 in all

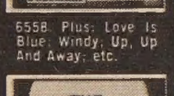
6963. Uproarious selections by members of Laugh-In's cast

7116. A musical score as powerful and full of intrigue as the film

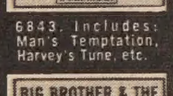
7052. Plus: Listen Here, Sham Time, Spanish Bull, etc.

6550. Program taken from performances at Carnegie Hall

5805. Also: Man In A Raincoat, Good Day Sunshine, etc.

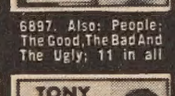



6823. Also: Five To One, Wintertime Love, 11 in all

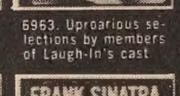



6876. Includes: Ball And Chain, Summertime, etc.

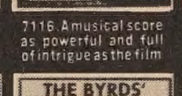
6706. Plus: Poor Cow, Young Girl Blues, Preachin' Love, etc.




1023. Also: Love for Sale, Candy Kisses, Marry Young, etc.

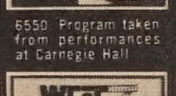



5486. Plus: This Town, Born Free, This Is My Song, etc.




5561. Plus: Eight Miles High, My Back Pages, 5D, 11 in all

2639. One of the most outstanding musicals of all time




1037. The most adventurous musical ever made for Life

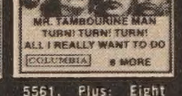
1898. Also: Lonely Street, Smoke Gets In Your Eyes, etc.

6733. Plus: Look To Your Soul, Whiter Shade Of Pale, etc.

7028. Plus: Baby, Baby, Baby; My Funny Valentine; When I Fall In Love; While We're Young; There Goes My Heart; etc.

6656. Plus: Yesterday, Legend of Bonnie and Clyde, etc.

2340. Also: Angie, Kathy's Song, I Am a Rock, etc.




6769. Includes 6 selections from Strauss, Ligeti, Blomdahl, etc.

6120. Also: Don't Make Promises, To Love Someone, etc.

6159. Plus: With One Exception, My Elusive Dreams, etc.

3857. Plus: Ups And Downs, Just Like Me, Steppin' Out, etc.

6894. Also: Lily Of The Valley, She Thinks I Still Care, etc.

5584. Plus: Apache, The Lonely Bull, Wipe-Out, 12 in all

1001. Tonight, Love Is A Many-Splendored Thing, 9 more

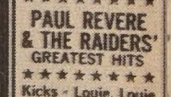
3720. Also: My Baby, Get Ready, Don't Look Back, etc.

1061. Also: A Taste of Honey, My Honey's Loving Arms, etc.

7037. Also: Teach Me How To Fly, I Feel Sorry, 10 in all

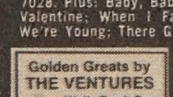
5933. Plus: Fuel To The Flame, The Little Things, etc.

7079. Plus: Choo Choo Train, I'm Movin' On, Sandman, etc.



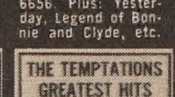

1302 Also: The High And The Mighty, I Got Rhythm, etc.

3793. Also: Nobody But Me, Goodbye Young Dreams, etc.




6970. Includes: Toot Sweets, Fun Fair, You Two, Posh, etc.

4404. Plus: Old Brush Arbors, My Favorite Lies, Take Me, etc.



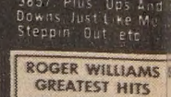

7154. Plus: Little Green Apples, Set Me Free, 10 in all

6588. Also: Am I That Easy To Forget, Skip A Rope, 11 in all

1013. Also: Twelfth of Never, No Love, Come to Me, etc.

5897. Also: Let's Pretend, Day Tripper, 11 in all

5553. Plus: Maria, Moon River, Yesterday, Dominique, etc.




2224. Also: Leona, Why I'm Walkin', Don't Be Angry, etc.

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O.C. SMITH
Hickory Holler Revisited
Little Green Apples
COLUMBIA 10 MORE
6638. Includes: Long Black Limousine, The House Next Door, etc.
SERGIO MENDES & BRASIL '66
LOOK AROUND
6340. Also: Like A Lover, The Look Of Love, Roda, etc.
JEANNIE C. RILEY
HARPER VALLEY P.T.A.
plus
Cotton Patch Satan Place
8 OTHERS
PLANTATION
6903. Also: Ballad Of Louise, Widow Jones, No Brass Band, etc.
DEAN MARTIN'S GREATEST HITS, Vol. 1
Everybody Loves Somebody
11 MORE
REPRISE
7085. Also: Nobody's Baby Again, Houston, BummingAround, etc.
BARBRA STREISAND
A Happening in Central Park
COLUMBIA
6964. Cry Me A River, People, Second Hand Rose, many more
THE 5th DIMENSION
Stoned Soul Picnic
SOUL CITY
6825. Includes: Sweet Blindness, Good News, 8 more
RAY CONNIFF and The Singers
HONEY
• Plus •
KISS ME GOODBYE
9 MORE
COLUMBIA
6509. Plus: The Look Of Love, Love Is Blue, 11 in all
THE JIMI HENDRIX EXPERIENCE
ELECTRIC LADYLAND
All Along the Watchtower
15 MORE
(2-Record Set)
REPRISE
7086-7087. Two-Record Set (Counts As Two Selections)
CHER'S GOLDEN GREATS
All I Really Want to Do
• Alfie
10 MORE
IMPERIAL
7117. Also: You Better Sit Down Kids, Sunny, Hey Joe, etc.
BILL COSBY
200 M.P.H.
7084. Bill tells it like it was. Dogs And Cats, The Wife, etc.
JOHNNY CASH
AT FOLSOM PRISON
Jackson
15 MORE
COLUMBIA
6415. Folsom Prison Blues, The Long Black Veil, The Wall, etc.
GARY PUCKETT & THE UNION GAP
Featuring YOUNG GIRL
COLUMBIA 10 MORE
6480. Includes: Honey, The Mighty Quinn, Lady Madonna, etc.
PROCOL HARUM
Shine On Brightly
7056. Plus: Wish Me Well, Rambling On, Magdalene, etc.
JOHNNY RIVERS' GOLDEN HITS
• Memphis
• Secret Agent Man
COLUMBIA 10 MORE
3476. Also: Muddy Water, Mabellene, La Bamba, 12 in all
Four Tops
Yesterday's Dreams
MOTOWN
6973. Plus: By The Time I Get To Phoenix, Sunny, 9 more
JACK JONES
Wives and Lovers
Lollipops and Roses
9 MORE
KAPP
6603. Plus: The Race Is On, Dear Heart, Alfie, Lady, etc.
ARETHA FRANKLIN
Aretha Now
I Say a Little Prayer • Think
ATLANTIC 8 MORE
7051. Also: You Send Me, A Change, I Take What I Want, etc.
The ROLLING STONES' BIG HITS
19th Nervous Breakdown
Get Off of My Cloud
10 MORE
LONDON
3094. Plus: Tell Me, Time Is On My Side, Play With Fire, etc.
PERCY FAITH
His Orch. and Chorus
ANGEL OF THE MORNING
Plus Mrs. Robinson
MacArthur Park
COLUMBIA 8 MORE
6762. Plus: Do You Know The Way To San Jose, Honey, etc.
BUFFALO SPRINGFIELD
LAST TIME AROUND
On the Way Home-11 MORE
7036. Also: Four Days Gone, Special Care, I Am A Child, etc.
JIM NABORS
Kiss Me Goodbye
Plus: HONEY • 9 More
6587. Also: By The Time I Get to Phoenix, Love Is Blue, etc.
SMOKEY ROBINSON & THE MIRACLES
SPECIAL OCCASION
Plus: Yester Love
TAMLA 9 MORE
6972. Also: I Heard It Through The Grapevine, etc.
CARL SMITH
COUNTRY ON MY MIND
California Sunshine
10 MORE
6768. Plus: The Little Ole Wine Drinker, Why I'm Walkin', etc.
GERSHWIN
RHAPSODY IN BLUE
Spellbound Concerto
Warsaw Concerto
3 MORE
COLUMBIA RECORD CLUB
TWO RECORDS COUNT AS ONE SELECTION
4302. Here is a bargain for classical music lovers! . . . this special two-record set counts as one selection only
Trans-Electronic Music Productions, Inc. presents
SWITCHED-ON BACH
7150. Tune in, and turn on . . . as mod as Carnaby Street.
WES MONTGOMERY
DOWN HERE ON THE GROUND
Plus: Wind Song • 8 MORE
6489. Plus: Up And At It, Georgia On My Mind, 10 in all
(SOUNDTRACK)
THE GRADUATE
Songs Performed by Simon & Garfunkel
6343. "Like the movie, a hit album" —Billboard Magazine
MARTY ROBBINS
BY THE TIME I GET TO PHOENIX
—PLUS—
Love Is In The Air
9 MORE
6592. Also: Until We Meet Again, You Made Me Love You, etc.
IRON BUTTERFLY
In-A-Gadda-Da-Vida
7035. Also: Are You Happy, Termination, My Mirage, etc.
BERNSTEIN'S GREATEST HITS
NEW YORK PHILHARMONIC
5236. España, On The Trail, Waltz Of The Flowers, etc.
BEE GEES • IDEA
Plus: I've Gotta Get a Message to You
10 MORE
7034. Also: Down To Earth, Let There Be Love, Swan Song, etc.
ARETHA FRANKLIN
Aretha: Lady Soul
Chain of Fools
9 MORE
6408. Plus: People Get Ready, Groovin', Ain't No Way, etc.
Jeff Beck
Truth
Shapes of Things
9 MORE
6926. Plus: Ol' Man River, Morning Dew, Let Me Love You, etc.
BOB DYLAN'S GREATEST HITS
Mr. Tambourine Man
Blowin' in the Wind
It Ain't Me, Babe
I Want You
6 MORE
INCLUDES POSTER
3858. Plus: Rainy Day Women, Like A Rolling Stone, etc.
THE CHAMBERS BROTHERS
A NEW TIME—A NEW DAY
Plus
You Got The Power—To Turn Me On
COLUMBIA 9 MORE
6870. Also: I Wish It Would Rain, Rock Me Mama, etc.
THE doors
• Light My Fire
• Break On Through
9 MORE
ELEKTRA
5944. Plus: The End, Soul Kitchen, Back Door Man, etc.
ROBERT GOULET
WOMAN, WOMAN
PLUS—This Guy's in Love With You • 9 MORE
6771. Also: Love Is Blue, Sunny, Honey, Unicorn, 10 in all
WES MONTGOMERY
A Day in the Life
5788. Plus: Windy, Eleanor Rigby, The Joker, 10 in all
DONOVAN
The Hurdy Gurdy Man
Plus: Jennifer Juniper
11 MORE
6989. Also: Tangier, The River Song, As I Recall It, 13 in all
SONNY & CHER'S Greatest Hits
The Beat Goes On
19 MORE
(2-RECORD SET)
TWO RECORDS COUNT AS ONE SELECTION
5577. Two-Record Set (Counts As One Selection) What Now My Love; I Got You, Babe; Plastic Man; Just You; etc.
CLAUDINE LONGET
LOVE IS BLUE
• PLUS •
When I Look in Your Eyes
9 MORE
6420. Also: Happy Talk, Falling In Love Again, Holiday, etc.
JIM NABORS Sings THE LORD'S PRAYER
—PLUS—
Battle Hymn of the Republic
10 MORE
COLUMBIA
7019. Also: Rock Of Ages, The Lord's Prayer, 11 in all
SIMON & GARFUNKEL
PARSLEY, SAGE, ROSEMARY & THYME
Homeward Bound
The Dangling Conversation
10 MORE
COLUMBIA
3442. Also: A Poem on the Underground Wall, Cloudy, etc.
RAY CONNIFF and the Singers
SOMEWHERE MY LOVE
Plus
Downtown
Charade
8 MORE
COLUMBIA
2603. Also: King Of The Road, Days Of Wine And Roses, etc.
The 5th Dimension
UP, UP AND AWAY
Plus—
Go Where You Wanna Go
9 MORE
SOUL CITY
5588. Also: Learn How To Fly, Poor Side Of Town, etc.
The Very Best of ROY ORBISON
Only The Lonely
• Candy Man •
Crying • 7 MORE
MONUMENT
2696. Also: Running Scared, Blue Angel, It's Over, 12 in all
JERRY VALE
COLUMBIA
6734. Also: Honey, Young Girl, The Look Of Love, 11 in all
OTIS REDDING
The Dock of the Bay
plus: The Glory of Love
9 MORE
VOL. 1
6405. Also: Tramp, Don't Mess With Cupid, 11 in all
BOOTS RANDOLPH
The Sound of Boots
• Gentle on My Mind
• Crackety Jacks
10 MORE
MONUMENT
6815. Also: Jackson, Flowers On The Wall, All The Time, etc.
SHADES OF DEEP PURPLE
6899. Includes: Help, Mandrake Root, Hush, Love Help Me, 5 more
BURL IVES
The Times They Are A-Changin'
PLUS: Little Green Apples
COLUMBIA 9 MORE
6750. Plus: Gentle On My Mind, By The Time I Get To Phoenix, etc.
BOOGIE WITH CANNED HEAT
ON THE ROAD AGAIN
9 More
LIBERTY
6280. Plus: Evil Woman, An Owl Song, My Crime, 10 in all
JOHNNY CASH'S GREATEST HITS, Vol. 1
Ring of Fire • Jackson
I Walk the Line
8 MORE
COLUMBIA
5095. Plus: Orange Blossom Special, It Ain't Me, Babe; etc.
RAMSEY LEWIS TRIO
THE "IN" CROWD
PLUS
Tennessee Waltz
Come Sunday
4 MORE
CADET
2435. Also: Since I Fell For You, Spartacus, etc.
SERGIO MENDES & BRASIL '66
Mais Que Nada
Day Tripper
3578. Also: One Note Samba, Berrimbau, Tim Dom Dom, etc.
JOHNNY HORTON'S GREATEST HITS
Battle of New Orleans
Sink the Bismarck
North to Alaska
plus 9 more
COLUMBIA
1057. Also: Johnny Reb, Comanche, Jim Bridger, etc.
RAY PRICE'S GREATEST HITS, Vol. 2
COLUMBIA
Make the World Go Away
Burning Memories
9 MORE
5963. Plus: Pride, A Thing Called Sadness, Night Life, etc.
BOBBY VINTON'S GREATEST HITS
Blue on Blue •
Roses Are Red •
16 more •
EPIC
1635. Also: Tell Me Why, Blue Velvet, Mr. Lonely, etc.
JIMMY SMITH'S GREATEST HITS
The Sermon
Midnight Special
6 MORE
(2-RECORD SET)
BLUE NOTE
TWO RECORDS COUNT AS ONE SELECTION
6529. Also includes: Flamingo, When Johnny Comes Marching Home, Can Heat, Prayer Meetin', The Champ, etc.
JERRY VALE'S Greatest Hits
Pretend You Don't See Her
Innamorata
COLUMBIA 10 MORE
1047. Also: Prima Donna, Two Purple Shadows, Go, etc.

# COLUMBIA RECORD CLUB

**TERRE HAUTE, INDIANA 47808**

CRC *Where smart buyers shop for hits!*

**TOPS ANY RECORD CLUB OFFER EVER MADE!** Now you can get ANY 12 of the hit records shown here — all 12 for less than the price of one! That's right — if you join now, you may have ANY 12 of these records for only $3.98! And all you have to do is agree to buy a record a month during the coming ten months.

In short, within ten months you'll have a sizable library of 22 records — but you'll have paid for just half of them . . . that's practically a 50% saving off regular Club prices.

**FREE MUSIC MAGAZINE.** Each monthly issue contains up to 300 different records to choose from . . . hit albums from scores of different record labels! You may accept the monthly selection for the field of music in which you are mainly interested . . . or take any of the other records offered.

**RECORDS SENT ON CREDIT.** As a member you are entitled to charge all purchases. Your records will be mailed and billed to you at the regular Club price of $4.98 (Classical, occasional Original Cast recordings and special albums somewhat higher), plus a mailing and handling charge.

**FANTASTIC BONUS PLAN.** Upon completing your enrollment agreement, you will automatically become eligible for the Club's bonus plan — which entitles you to one record free for every one you buy. Under this plan you pay as little as $2.86 a record (including all mailing and handling charges).

**SEND NO MONEY — MAIL THE COUPON TODAY!** Just write in the numbers of the twelve records you want, for which you will be billed only $3.98, plus postage and handling. Be sure to indicate the type of music in which you are mainly interested.

**Note:** Since stereo records may now be played on monaural phonographs, and cost no more than monaural records — all records will be sent in stereo.

**Columbia Record Club, Terre Haute, Indiana 47808**

Please enroll me as a member of the Club. I've indicated below the twelve stereo records I wish to receive for only $3.98, plus postage and handling. I agree to purchase a record a month during the coming ten months . . . and I may cancel membership at any time thereafter. If I continue, I will then receive one record free for every additional record I buy.

**SEND ME THESE 12 RECORDS FOR ONLY $3.98**

| | | |
|---|---|---|
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| | | |
| | | |
| | | |

**MY MAIN MUSICAL INTEREST IS (check one):**

☐ Listening and Dancing ☐ Teen Hits
☐ Country and Western

Name.....
(Please Print) First Name Initial Last Name

Address.....

City.....

State..... Zip.....

**Do You Have A Telephone? (Check One)** ☐ **YES**..... ☐ **NO**

*APO, FPO addressees: write for special offer*

215-4/N4

# THE MAIL CAR

## where editors and readers meet

**At Green River, New Brunswick, the crew of Canadian National freight No. 17 temporarily deserted the warmth of their caboose to look over a westbound freight pulled by Pacific type engine 5258. This photo is reproduced from the book jacket of *The Railroad Caboose* in memory of its author, the late Bill Knapke, a great and colorful railroader. (See page 57.) This well-illustrated book, published last June, is still available from the *Railroad Magazine* Book Service for $7.55.**

**Photograph by Philip R. Hastings**

COVER shows Canadian National train 588 East, engine 2141, at Youbou, B.C., CN's westernmost station on Vancouver Island. It was made in 1957 by Elwood White, No 46 of our *Interesting Railfans* (Oct. '66), 2673 Sooke Rd., Victoria, B.C., Canada, with a Crysterflex 2¼ square camera on Anscochrome film. Youbou is situated on the west side of Cowichan Lake in big timber country. The train hauled lumber and veneer from the large mill there for shipment to various points. Elwood has a specialized interest in B.C. mining and logging roads. ●

JIM DE NARDO'S true tale, "I Work on a Wrecking Crew" (Oct. '68) is "an excellent story," writes Richard M. Hanschka, 81 Kenwood Circle, Bloomfield, Ct. 06002, whose father repaired steam engines for more than 40 years.

Dick adds: "I remember a Lackawanna wreck train that was always hauled by the shop engine and run by the shop crew. Sometimes it had an extra tender for coal and water, and behind that came the big hook, then a flatcar to keep the boom from swaying. Next in line were several flats carrying spare trucks, wheels, chains, welding equipment, jacks, etc., and maybe an old boxcar to hold more accessories, and finally the commissary (kitchen), bunk car, and a couple of coaches.

"Crews ranging from 50 to 100 men were not uncommon in handling big spills. There was always a shop crew on duty, so no man was called out especially for the wrecker unless a major disaster occurred. Wreck trains creep along at 10 or 20 miles per hour, usually through a flock of red boards under special orders. The hogger keeps sounding his whistle just in case someone is in the way. In congested areas, you don't know just what to expect on the track ahead. Hollywood movies show the wreck train speeding to the scene with doctors, nurses, and medical supplies. It doesn't." ●

HUMAN INTEREST. The marriage of Martha Gelborn to Pulitizer Prize novelist Ernest Hemingway was a civil ceremony performed Nov. 31, 1940, in the dining room of the Union Pacific depot at Cheyenne, Wyoming.

# New Rubber Stamp Business Pays Beginners UP TO $16.50 an hr.

**START AT HOME IN SPARE TIME WITH THIS LITTLE TABLE TOP MACHINE . . . WE'LL EVEN HELP FINANCE YOU . . . *at less than bank rates!***

The multi-million dollar Rubber Stamp Business—once controlled by a few big companies—is now being taken over by small home operators—one in each community throughout the U.S. Men and women who have this inexpensive machine can turn out huge quantities of Rubber Stamps with special wording that buyers once were forced to order from big cities. Material costing only 27c makes a stamp that sells for $2.75. The machine that does the work is simple and easy to operate and it turns out as many as six Rubber Stamps at a time each with different wording such as names, addresses, notices, stock numbers, prices and other "copy" needed by offices, factories and individuals. Working full capacity, it can earn as much as **$33.00 an hour for the operator!** Now you can get into the big-pay business yourself, with your own home as headquarters. You don't need any experience. We supply everything, including complete instructions and eight ways to get business coming in fast. Start making up to $16.50 an hour from the very beginning. Cash in on the profitable Rubber Stamp business right away.

**WE HELP FINANCE YOUR START IN BUSINESS**

**TAKES UP ONLY 2 SQUARE FEET OF SPACE**

● Read the complete and fascinating Rubber Stamp-story in a big 110-page Book. Learn how we even help finance your start. The Book is profusely illustrated with more than 100 pictures and photographs. *And you can read it for a full two weeks without risking a penny of your own money!*

## NEW WARNER SUCCESS PLAN

### Here's what the new WARNER PLAN Tells You about Making Money with RUBBER STAMPS

1. **HOW TO** have fun ***now*** and at the same time provide for a secure and prosperous ***future.***
2. **HOW TO** check the advantages of operating a Rubber Stamp Business in your own community.
3. **HOW TO** acquire a general knowledge of the business based on a brief history of the Rubber Stamp.
4. **HOW TO** visualize the scope of the Rubber Stamp market.
5. **HOW TO** make a Rubber Stamp (general outline).
6. **HOW TO** assess the value of Warner Equipment.
7. **HOW TO** get acquainted with the "Tools of your Trade."
8. **HOW TO** make a Rubber Stamp (Specific procedure).
9. **HOW TO** mount a vulcanized Rubber Stamp.
10. **HOW TO** make "Special" Rubber Stamps.
11. **HOW TO** cut plastic Matrix Board for the chase.
12. **HOW TO** get the right price for the Rubber stamps you make.
13. **HOW TO** price your complete Rubber Stamp Line.
14. **HOW TO** figure costs so you will be sure of a substantial profit on all the work you turn out.
15. **HOW TO** set up your workshop.
16. **HOW TO** get the most out of Warner's "Eight Tested Sources for Getting Business."
17. **HOW TO** operate at peak efficiency when YOU ARE YOUR OWN BOSS.
18. **HOW TO** get started on a cash outlay so small that *you can get back your entire investment inside of two weeks.*

**110 PAGES MORE THAN 100 PICTURES**

●

**Now Ready to Mail Tell Me Where to Send Your Copy**

*See* **COUPON**

### Tells How to Build — Step by Step — to Big Profits and Personal Independence

***Read This Plan for Two Weeks* ENTIRELY AT MY RISK!**

In this amazing Plan you will find exact and detailed instructions for starting a Home Business in spare time — without giving up your present job and without risking the loss of a single pay check. The Warner Plan shows you—with pictures, photographs and drawings—just how to make Rubber Stamps just as good as those turned out by the big companies. It shows how to get orders **without canvassing or house-to-house selling.** It shows you how to expand, how to get others to work for you and how to be SURE of at least twice the money you make on your present job for a life of personal independence.

But don't make any decision now. Read the Plan **first**—entirely at my risk. Then—after you have made a careful investigation—after you have talked things over with your family—only then do you decide what you want to do.

The thing to do now is to get full details which I'll send you FREE. No salesman will call to urge you to buy anything. Mail coupon today—or just send a postcard—and I'll see that complete information goes out to you by return mail—postpaid.

**RUBBER STAMP DIVISION, Dept. R-7-ES**
**1512 Jarvis Avenue, Chicago, Illinois 60626**

**RUBBER STAMP DIV., Dept. R-7-ES** ***Send No Money***
**1512 Jarvis Avenue, Chicago, Illinois 60626**

Please rush full particulars. Tell me about your less-than-bank-rate Credit Plan and about the little machine that can get me started in the profitable Rubber Stamp Business at home in spare time. Everything you mail me is FREE. No salesman will call.

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP CODE_____

Who knows of other weddings held in railroad stations?

Speaking of stations, an item in our March issue about the burning of the depot at Lee, Mass., reminded Roland B. Benton, 3303 Ormond Avenue, Cincinnati, Ohio 45220, of the winter of 1918-'19 when, at age 17, he was Adams Express agent there. He says that one day the town's telephone operator bawled him out on the phone for having passed her on the street without speaking.

"But we have never met," Roland protested. "When I see you, how will I know what you look like?"

A low musical laugh came over the phone. "Tomorrow I will wear a yellow scarf." And so at noon next day, when Roland went to lunch, he looked for a girl fitting that description. But to his surprise and dismay, each one of the female employees of a nearby factory swarming out at the same time had on a lemon-colored scarf! The phone girl must have tipped them off. During the four months he worked at Lee, he never met her.

While braking on a Milwaukee Road passenger train Sept. 30, 1967, Glenn Black of Ogden, Utah, found a roll of $10 and $20 bills on a train seat, $1,700 tied with a rubber band. He turned it in at the end of his run, but nobody claimed it and after a long wait the $1,700 was given to him. "Funny," he says, "that someone carrying that sum didn't ask for it."

"Unlike *Trains,* your magazine still has a 'railroad man' flavor," writes Orvis D. Scott, Fullerton, Calif. 92631, "especially your fiction and true tales."

Firemen fighting flames at the Purina Mills in Portville, Pa., the other day stretched a hose across the Penn Central tracks. A call to officials to halt rail traffic was a few seconds late; a freight train cut the hose in half.

Among those who enjoyed LeRoy Palmer's fiction story, "Copy 10," in our March issue, is Edward Mahoney, 9417 W. 64th Way, Arvada, Colo. 80002. "I like best the part beginning with the transmission of order No. 9," he writes. "The description and wording are so vivid that I could almost hear that train coming into town. Those were the days of railroading."

Ed has a Union Pacific train order dated Sept. 5, 1890, which his father, then a boomer telegrapher, had copied at Point of Rocks in Wyoming. "The reason for his backhand script," our correspondent states, "is that he was simultaneously operating the telegraph key with one hand while endorsing 'completes' with the other. Dad told me long ago that he saved this flimsy because the crew of one of the trains it covered had disobeyed the order and staged a head-on collision. Dad kept his copy as evidence for the investigation, but was never asked to testify."

While on a 4,000-mile trip, retired train dispatcher John Spikes, Sr., 67 Hall St., Akron, Ohio 44303, visited Islamarada, one of the Florida keys, and located the site of the station where he worked for the Florida East Coast Ry. one summer long ago. "Coconut trees have hidden all traces of the ancient depot," he writes, "but the foundation of the old post office is still there, indicating where the station stood before the hurricane razed it. The once-prosperous FEC is still bogged down by labor troubles. Very many of its diesel units are laid up and rusting on sidings."

Knowledge gained as a model railroader paid off recently when patrolman James Johnson, cruising in a police car, spotted a blazing boxcar on an eastbound Lehigh Valley train at Batavia, N.Y. He sped to the head of the train and, being familiar with railroad signals, flashed the engineer a warning of danger. The engineer stopped, then backed up to a freight platform. Conductor Edgar Lichtwart entered the burning car, but Johnson pulled him out just as a propane gas tank inside exploded. An overturned heater had started the blaze; city firemen quenched it.

"When I was firing the *Sunset* one trip westbound and we were making 60 mph. near Thermal, Calif.," writes retired SP engineer Hervey Angier, 402 Channing Ave., San Antonio, Texas 78210, "our engine was the 4309 (a working model of which, built by Jack Fesco, was pictured in your January issue). On that trip her main pin broke, taking all the rods off the right side and two off the left side. The accident did not break an air-pipe nor cause a derailment, but it did knock out the corner washout plug and within a few minutes the engine was dead. Later, I learned from the conductor on a freight train behind us that we had kinked 23 rails." ●

BERT PENNYPACKER'S "Big Steam in the Poconos" (Feb. issue) brought memories to Michael J. Lavelle, 160 Appottamox Ave., Manassas, Va. 22110. "Prior to 1942," Mike writes, "local train service of the Delaware & Hudson extended as far south as Wilkes-Barre, Pa. Before the advent of the Laurel Line electric interurban service between Scranton and Wilkes-Barre, the D&H ran more than a dozen trains a day between those points.

"But the fast electric service cut into passenger train patronage so badly that by 1941 only one train a day operated each way between Wilkes-Barre and Carbondale over D&H tracks, switching onto Lehigh Valley rails just north of the LV depot. After discharing their passengers, the crew laid over until 5:30 p.m., when the train began the northbound trip to Carbondale.

"I rode the final run of this train from Wilkes-Barre to Scranton on July 31, 1941, when that line was abandoned, although service was retained from Scranton to Carbondale. I bought the last ticket sold for that ride and sat in the otherwise empty last car, taking movies. The conductor even gave me an antique ticket stamped in 1908." ●

NOT ABANDONED. In our March issue, commenting on an 8½-mile stretch of Missouri Pacific line that the Texas & Pacific wanted to buy, we asked, "Wonder why it was abandoned in the first place?" Says Charles M. Mizell, Jr., Dallas, Texas: "It wasn't. The line is the Maypearl branch, a remnant of the old International-Great Northern. Two or three years ago the MP bought the Kansas, Oklahoma & Gulf. As a result of trackage agreements, a certain old MP line was abandoned except for the 8½ miles in question out of Ft. Worth, which was kept because of industrial development in that area." (Charlie sent us a lot more details, which available space doesn't let us publish.) ●

NEWSWORTHY. Disposal of worn-out ties is a problem. A technical board representing 12 railroads operating in Illinois is exploring ways to convert them into commercially saleable products such as wallboard or wood chips in landscape gardening. For years the common practice has been to burn ties on the right-of-way, but they are saturated with creosote and produce a dense smoke, thus violating air-pollution laws. The board suggests that the railroads find a solution on an industry-wide basis.

A new movie, *The Good Guys and the Bad Guys,* shows the wrecking of a locomotive, a scene done in miniature, which cost the producers (Warner Bros.-Seven Arts) $40,000. Ironically, the live-steamer could have been bought and wrecked for a mere $8,000, but she was built so solidly that the smashup would not have been spectacular. So, to add excitement, it had to be faked at an extra cost of $32,000.

Like many other roads, Penn Central has extended its activities into non-rail fields. Last year its "diversified"

***(Continued on page 58)***

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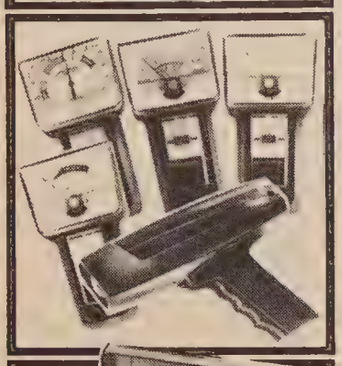

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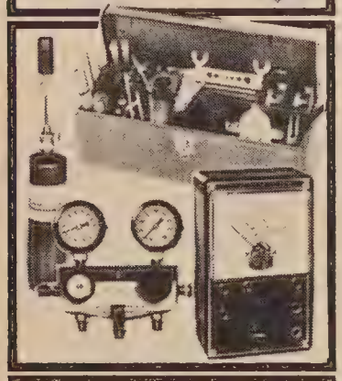

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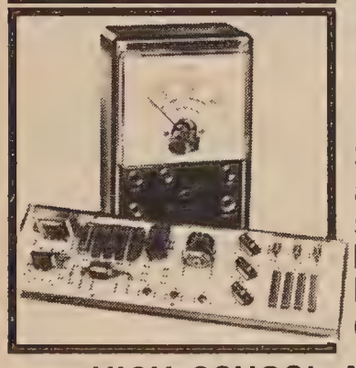

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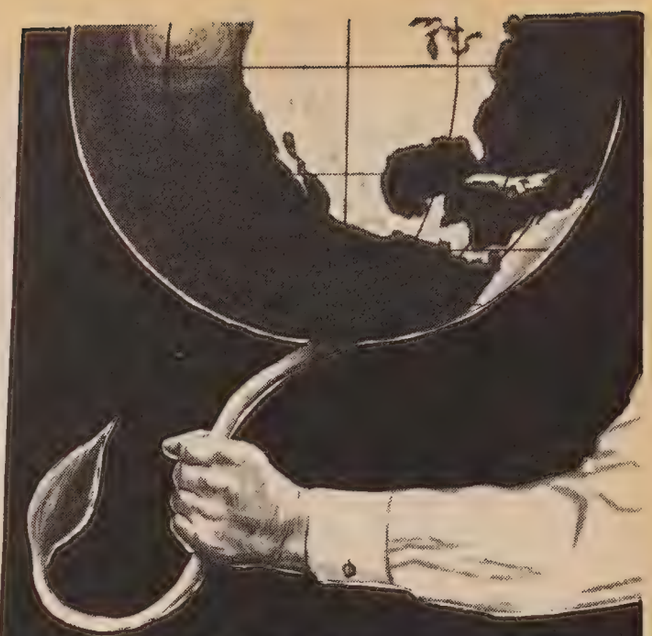

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# Photographs of the Month

Photograph by David Plowden

**Hostler fills the tender of Canadian Pacific Railway No. 5137 at Brownsville Junction, Maine, about fifteen years ago, when there were still some mainline steam locomotives operating on U.S. and Canadian lines. Sights such as this are now rare.**

**New South Wales, Australia, is still a steam-lover's paradise, claims Fred Stindt, chairman of R&LHS Pacific Coast Chapter, who was there with 65 other railfans on an excursion recently. Here are 4-6-2 No. 3828 and Beyer-Garratt 4-8-4+4-8-4 No. 6025 working their special train at a photo stop for the American camera bugs on the trip between Sydney and Newcastle.**

Three photographs by Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif. 94061

**Visited by the group on its Australian holiday was "Puffing Billy," 30″-gage steam train running through Dandenong Ranges. Once a common carrier, this little railroad is now a tourist operation. (See our September 1968 issue, page 33).**

**New Zealand's South Island still has about 50 steam locos in operation, though none is left on North Island. Here is 4-8-2 No. 1208 at a photo stop on the journey from Christchurch to Greymouth with a special train for the visiting rail enthusiasts.**

**Centralised Traffic Control governs movements on Tehachapi Loop, described last month. Dispatcher Bernard Stanley here has five trains on the board, which shows the track layout of the Loop, and it keeps him busy.**

Ron Taylor, 1835 Yale Lane, Visalia, Calif. 93277

**Prefabricated narrow-gage turnout is loaded on a standard-gage flatcar at Bethlehem Steel Corp. plant at Steelton, Pa., for shipment to a Shea-Kaiser-Lockheed-Healy contracting venture at Castaic, Calif. Such assemblies are being more and more widely adapted to modern railroading.**

Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

**Reader RR., operating Tuesdays and Saturdays between Reader and Waterloo, Ark., is still an all-steam common carrier. Passengers ride the popular mixed trains, and management does its best to satisfy their desire to see steam power in action.**

**Views of the big wreck at Smith Creek, Mich., described by our author, who helped to clean up this unholy mess.**
Photographs from Jim DeNardo, 3601 W. 58th St., Chicago, Ill. 60629

# A TRAIN WRECK AND A DATE WITH A GIRL

## True Tale by Jim DeNardo

I WORK for the Grand Trunk Western on a nine-man wrecking crew based in Chicago, at Elsdon yard. On the Sunday night of January 28, 1968, I had a date with my girl friend, a cute-looking chick—let's call her Susie, which isn't her name. But at 9:35 that morning our crew was summoned for a run to Battle Creek, Mich., 176 miles away, and in such cases a date with a girl goes down the drain.

A carload of cereal had turned over and two other cars were completely derailed. Since the accident happened in a yard and not on the mainline, the brass collars weren't in much of a hurry to get us there. We didn't leave for Battle Creek until 1:05 p.m., while I had been champing the bit, so to speak, over my inability to get to a telephone to cancel my date.

Arriving at Battle Creek around 7:30 p.m., our outfit was switched over to the track on which the derailment had occurred, and three hours later we finished the job of wrestling with boxcars. Then we were shoved into a sidetrack to wait until morning, still without access to a phone. At length we were coupled onto the tail of a slow freight, which brought us back to Chicago around Monday noon. There we serviced our big hook, fueling the 250-ton crane, checking our supply of groceries, and making sure that our cables and tools were in good shape for the next emergency run.

It was 1:30 p.m. when I finally got home and called up Susie. I apologized for having stood her up the night before, explaining the situation. She accepted my story and settled for a date that night instead. But before picking her up, I had to call my wrecking foreman and give him a phone number where I could be reached in case of emergency.

I took the girl to dinner and afterward drove downtown with her to a movie show. A voice on the theater's loudspeaker saying, "Telephone call for Jim De Nardo," interrupted our fun. Picking up the receiver in the lobby, I heard my boss tell me to report for work as soon as possible. I asked what had happened. He said that 14 freight cars and four engines had been derailed at Smith's Creek in Michigan.

So I broke the news to Susie, but softened the blow by saying that she could use my automobile for the next few days until I returned. She drove me to the car shops where the wrecker was kept, and after a long parting kiss she left me and I climbed reluctantly aboard the wrecker, which was pulled out to the ready track around 9:30 o'clock that night.

With the usual speed restriction of 30 miles per hour, due to our huge, unwieldy crane, and a distance of 335 miles to go, our foreman advised us to get plenty of sleep en route, because after we reached Smith's Creek we'd probably have to work around the clock in punching a hole through the mainline. So we hit the hay immediately, but slumber does not come easily at a time like this. I guess we all thought too much about the work involved in rerailing those diesels and cars.

Early the next afternoon we arrived at Port Huron, Mich., where our outfit was switched around to put the derrick near the miserable pile of wreckage. A railroad official greeted us by asking if we'd had enough sleep. We all laughed, and one of the crew men retorted: "Sleep, what's that?"

But the grins vanished from our faces fast at the scene of the derailment. Two GP-9's were lying in the creek, another rested on its side under some boxcars, and the fourth locomotive had crossed the creek and landed on a highway. Train No. 544, a transfer run from Port Huron to Lang, Ohio, on the Mount Clemens subdivision, had been taking the siding nine miles from Port Huron when another freight, No. 401, heading from Pontiac to Port Huron, hit the last eight cars of train 544.

Hundreds of curiosity-seekers were standing around. The Grand Trunk

Western's wrecker from Detroit was busy at the other end of the pile-up and had most of the cars out of the way by the time our big hook got there. We went to work immediately digging our claws into cars that were still blocking the line. After rolling them over into the ditch, we began to lift a GP-9, No. 4911, that had been buried beneath them. Nothing was left of the loco but the frame, the motor, and part of one truck. The shell and cab were lying about 100 feet away, and the steam boiler 50 feet further on.

Anyhow, you know what I was doing while Susie, back home, had the use of my car. After the demolished 4911 had been rerailed, more or less, and the main cleared of twisted boxcars, the gandy dancers began laying track to permit the resumption of normal traffic. While they were doing this, we went back to our kitchen car and ate a hot meal. Then we hit the sack. Getting some food into our stomachs and a few hours of sleep made us all feel better.

Now the really hard part of our job began, lifting three big diesels out of the muddy creek and back onto the rails where they belonged. To make matters worse, we had no place to set up our outriggers because the wreck had occurred on a single-track line hemmed in on both sides by steep embankments. Several gondola loads of ballast and gravel had to be dumped there before we could begin to set up our outriggers.

After hooking a cable onto one of the sinking engines and tightening up on our hooks, we tried to lift a GP-9 out of the water, but were kept from doing so by the suction of its trucks in the mud. Another problem was that our outriggers sank down into the freshly laid gravel and stone every time we attempted to raise the engine.

Burning off the GP-9's trucks with a cutting torch finally solved these problems. But before doing this, we had to build a temporary dam at one end of the creek and the local fire department had to pump out four feet of water at the site of the wreck. We went down to burn off the engine trucks. While we were doing this, heavy rain broke the dam. Someone yelled, "Get the hell outa there!" But before we could do so, we were floundering around in about four feet of dirty water!

As we walked back to the bunk cars to change into dry clothing, I noticed several spectators guffawing over the incident, which at that time I didn't think was at all funny. At night, however, after we had stowed away a good, old-fashioned steak dinner with all the trimmings in the kitchen car, we felt more relaxed and even laughed over what had happened.

Lifting about 500 tons of diesels and some 1,650 tons of freight cars onto the rails took us nine days. Every time a train passed through, we had to take siding. Once the main was clear, we toiled daily from 6 a.m. until dark. It could have been too dangerous for us to work with engines in the water at night under floodlights.

Even after we had rerailed all the locos and cars, the job was not done. We had to chain them all behind the wrecker so they could be hauled to the big car shops at Port Huron, where most of the cars would be scrapped and some repaired. Then we towed the engines all the way to Battle Creek, a distance of 157 miles, at 10 miles per hour. What a long, slow, tiresome ride!

At Battle Creek the 4911 was junked. The other three locos, 4432, 4433, and 4439, were repaired over a period of three months and are wheeling freight again for the Grand Trunk Western. Meanwhile, after leaving Battle Creek, our wrecking crew got back in Chicago on a Friday evening, February 9th. We had been sleeping in the bunk car for almost two weeks before I could crawl between the clean white sheets of my own bed again.

But when I arrived in Chicago I wasn't at all sleepy. Calling Susie, I had her drive over and pick me up at the shops. Our reunion was romantic, to say the least. That night, suitably dressed, we went out to celebrate my homecoming, and this time I *didn't* leave my phone number with the boss as I usually do. ●

---

Robert E. White, retired GTW section foreman

**Grand Trunk Western depot at Saranac, Michigan, in 1906, the year this magazine was founded. Baggage wagon and mail sacks are ready as a local drawn by a light 4-4-0 approaches. Station architecture such as this is fast disappearing.**

*Railroad Magazine Visits the*

# STRASBURG RAIL ROAD

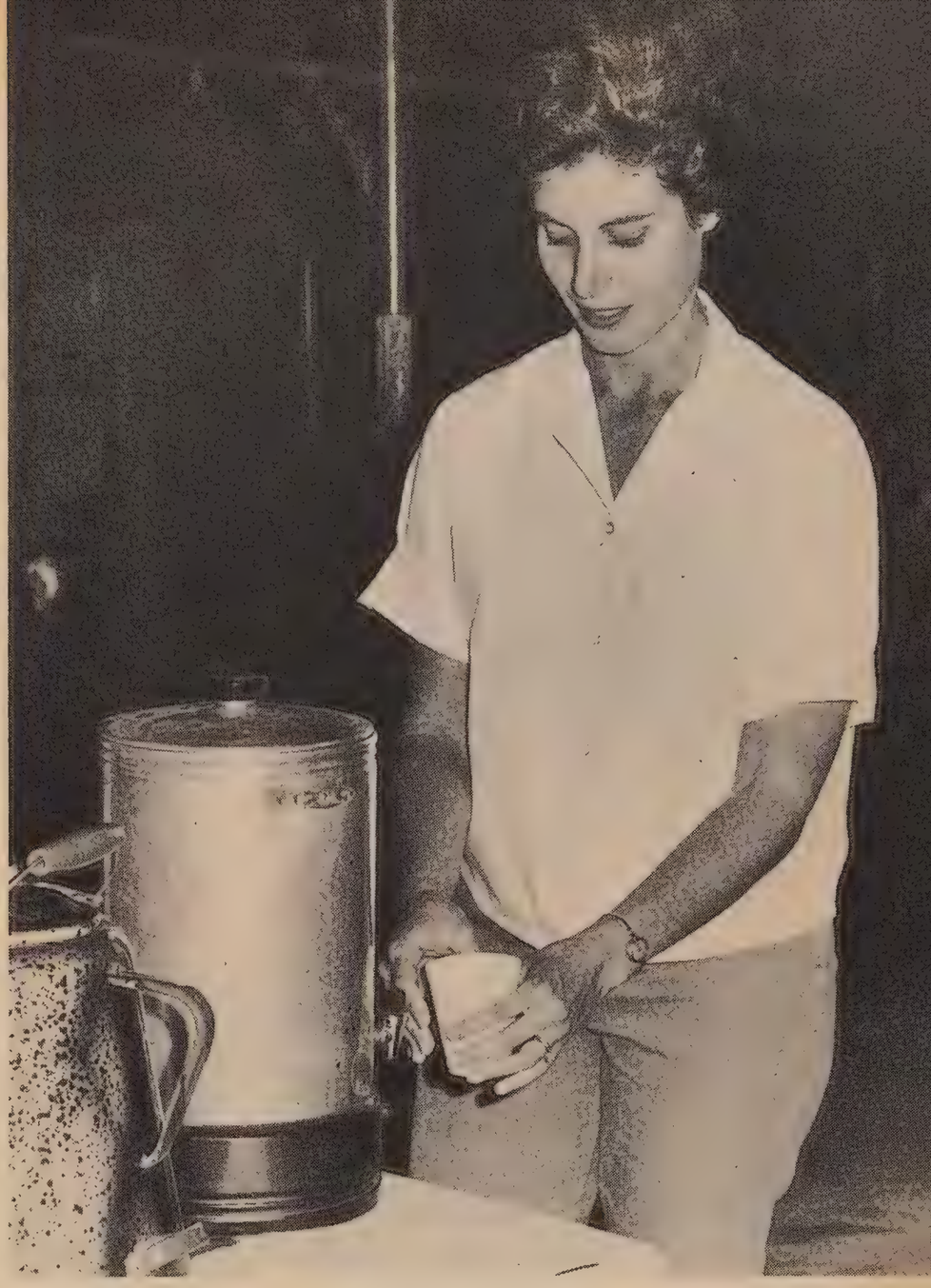
**Photographs by William Moedinger**

Summer Sunday activity at East Strasburg, Pa., end of the line. No. 31 shunts at the terminal, while No. 4 is on display, not currently serviceable. Length of a train often exceeds capacity of passing siding, thus requiring two locomotives for runs.

Last Decapod still operating in U.S. is Strasburg No. 90, former Great Western 2-10-0, capable of heavy road service.

Station Agent Joe Gonder has sold thousands of tickets for 4½-mile trip to Paradise, and has been told by many patrons who have taken the Strasburg's trip how much they enjoyed it.

Conductor Gene Hummel uses the train's public-address system to call attention to a point of interest along the line.



Phyllis Runk, a sales clerk in the gift shop, tends the coffee urn at the Strasburg's annual picnic in September. Have some Java?

Dependable 0-6-0 No. 31 is seen here with a westbound train of four wooden coaches. This locomotive is quite capable of light road service and often so used, though smaller than most people's idea of a mainline engine.

Though Strasburg interchanges freight with Penn Central, and PC passenger trains pass the junction at Leaman Place (above), connections are not convenient for travelers going to Strasburg Rail Road via PC: no PC passenger station is nearby.

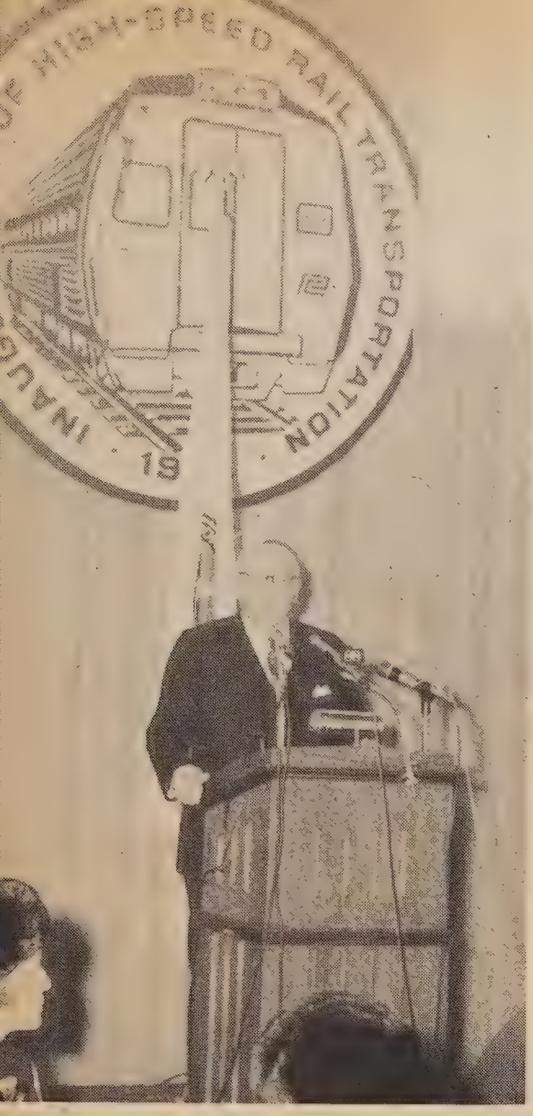
Conductor Slicer performs his duties aboard wooden coach built for Pennsylvania RR. in 1886 and leased from PC.

Railroad historian and author Ben Kline, one of Strasburg's regular engineers, adjusts lubricator prior to starting out.

No. 90 waits as engineer Bowman, fireman Myers, and brakeman Cooper repair a balky switch at Leaman Place. This line is one of a very few in the U.S. which spell Rail Road as two words.

No. 90 has an easy job with a nine-car consist, coming around line's sharpest curve west of Leaman Place. Strasburg R.R. has been one of the most successful latter-day steam tourist lines, though it has existed for 137 years as a common carrier. It still handles freight, but its steam trains are better known to the public, particularly to nostalgic railfans.

# PASSENGER TRAIN SURVEY



**Stuart Saunders, Chairman of the Board of Penn Central, speaks at the *Metroliner* demonstration run banquet, Philadelphia on January 15th. He advocates Federal subsidy of passenger trains.**

ACCORDING to Stuart T. Saunders, board chairman of Penn Central, the railroads are "losing their shirts" in the passenger business. He has called for Federal Government subsidy to help the carriers modernize their passenger service.

His position is backed by Thomas M. Goodfellow, president of Association of American Railroads, who says: "Where we're forced to operate money-losing trains, we feel the Government should share the cost. We still believe in free enterprise, but we also believe that the public should support public services required of private industry, just as they support services provided by the post office and police and fire departments."

The AAR wants the Government to: (1) underwrite deficits due to passenger train operation, (2) buy new passenger equipment for rental to railroads to replace worn-out equipment, and (3) determine Federal subsidies by cost procedures set up by the Interstate Commerce Commission.

A reply to this suggestion was made by Senator Lee Metcalf (D., Mont.) and printed in the *Congressional Record*: "I think it quite proper that a subsidy should be considered. First, however, we have an obligation to determine precisely to what extent the railroads need help. . . . We must answer the question, What is a deficit? We must agree on what expenses may properly be assigned to passenger service; we must know what can be saved by its discontinuance and weigh these factors against the economic losses and inconvenience to the residents of the communities affected. . . .

"There is the not unrelated question to be answered of what the industry itself is doing . . . Do railroads promote patronage by limiting the sale of their tickets to the station itself or a single, hours-limited ticket office? Is there dining-car service and if so, what is the quality of the food? Are railroads making efforts comparable to those of the airlines to sell their service or is rail travel actually being discouraged, in the manner of Southern Pacific which was judged by the ICC to have engaged in the opposite of promotion to justify a discontinuance?

"Finally, before responding to a cry for Government subsidy, we not only need to know if there are deficits, how big they are, and how they are come by. We need to know the extent of non-rail income."

Noting a similarity in rail-travel problems between Washington and Boston in the U.S.A. and between London and Manchester in England, the Office of High-Speed Land Transportation at Washington is seeking help from British expertise. That Office is spending $69,000 on contracts with British Rail's research center at Derby, which has some of the world's finest transport research facilities, to learn about: (1) development of the linear-induction motor which could be used to accelerate high-speed trains to 200 mph. or more and (2) application of the plasma torch to rail transportation.

(Cleaner rails mean better adhesion. The intensely hot plasma torch burns off, at 10,000 degrees centigrade, the film of deposits which collect on rails.) Derby is now working on the design of a box that will carry the torch on the underside of railway vehicles.

*Illini*, the name of several Illinois Central passenger trains between 1935 and 1950, is back on the timetable, running as trains 25 and 28 between Chicago and Carbondale, Illinois. Each all-coach *Illini* carries a food-bar coach. It is not a new train, however, but the old *Campus* rechristened, with the run taking only 55 minutes instead of the *Campus's* 110 minutes.

The *Nancy Hanks* won a new lease on life the other day when the Georgia Public Service Commission turned down the request of the Central of Georgia to discontinue the passenger train service between Atlanta and Savannah. The PSC did allow a series of passenger rate increases to help the railroad with its deficit operation.

"It was one of the last trains running to the coast, and it does have passengers, and we felt we just couldn't allow it to discontinue its run," says PSC chairman William Kimbrough.

The original Nancy Hanks was Abraham Lincoln's mother. Among other things, a famous racehorse was named for her. Southerners will tell you that the Central of Georgia named its train

**Reporters and photographers inspect the first *Metroliner* train ready for service at PC's 30th Street Station, Philadelphia, prior to taking a demonstration ride.**

Both photographs by Roger Arcara.

**A pair of New Haven FL-9 locos, which are diesel-electrics equipped for third-rail operation on former New York Central Harlem Division, leads a Sunday afternoon New York-Pittsfield train across Housatonic River on the old wooden trestle at Lenox Dale, Massachusetts. The old NHRR is now the New Haven Region of Penn Central. This is the Berkshire branch.**

J. Allan Schweizer, Holly House, Lee, Mass. 01238

for the horse, not for the maiden name of Mrs. Thomas Lincoln.

"Southern Pacific's *Del Monte Limited,* which became 80 years old April 28th, is still operating despite three attempts by the railroad to abandon it," writes Jeff Wetmore, of Oakland, Calif.

The State of Massachusetts asked the ICC to rescind its permission for Penn Central to drop 3 commuter trains between Boston and Worcester; the ICC agreed; so they are now running, reports Steven Baxendale, Foxboro, Mass.

The Kansas City Southern and Louisiana & Arkansas have withdrawn their request to the ICC for permission to abandon the *Southern Belle* and have decided to continue service, at least for a while, we learn from David Starbuck.

Northern Pacific has received a special citation from the U.S. Public Health Service for maintaining exceptionally high health standards on its dining cars and other food service equipment.

ICC has turned down Penn Central's request to drop a pair of passenger trains operating between Chicago and New York, and Pittsburgh and Chicago. Still running are the Admiral and *Fort Pitt*, which make local stops in Pennsylvania.

A series of "stop distance" tests is being made of the braking system of *Turbotrains* built for service on the northerly portion of the Northeast Corridor. A battery of scientific instruments was installed on one train for the tests on straight track between Providence and Boston. The data will be analyzed by engineering teams from PC, the Federal Department of Transportation, and United Aircraft, builder of *Turbotrains*. These tests, we understand, are the last major technical obstacle to putting *Turbos* into service.

The following comments on a roundabout New York-Chicago journey were made by Wayne Senville, Lawrence, N.Y.: "The first leg of my trip was on a Penn Central train to Chicago; the coaches were clean and we arrived only 2½ hours late. From Chicago, I went to San Francisco on the *California Zephyr*. This train was kept in the best condition of any that I have been on. The dome cars were wonderful and the scenery was excellent.

"The Espee's *San Joaquin Daylight,* which I rode to San Francisco, lacked dining-car service, but there should at least have been some decent food in the automatic buffet car. I wondered if the porters and conductor understood English or were just deaf. As for the other two lines I rode before returning to New York, the Louisville & Nashville train was filthy; I tried to avoid the washrooms as best I could; but at least I was treated like a human being. Finally, the clean coaches, good food, and good service of the Seaboard

Paul Schuett, 14472 Davis Rd., Lodi, Calif. 95240

**Westbound *San Joaquin Daylight* leaves Lathrop, Calif., for Oakland after exchanging passengers, baggage, and express with *Sacramento Daylight*. Latter stops at Stockton, Lodi, and Sacramento. Both of these runs may be discontinued soon.**

**Southern Railway 2-8-2 No. 4501 at Oakdale, Tenn., on November 30, 1968, with "Homecoming Special" sponsored by Tennessee Valley Railroad Museum. Story of this engine and its preservation is subject of *Trains* editor David P. Morgan's new book entitled *Locomotive 4501*, which *Railroad Magazine* reviewed last month.**

James G. Bogle, 1749 Dyson Dr. N.E., Atlanta, Ga. 30307

Coast Line was a nice way to ride."

Says Mario Rufatti, a New York chef and frequent LIRR rider: "The Long Island should sell three classes of tickets. When the train stalls, first class gets transferred to another train, second class has to sit still in the seats and third class gets out and pushes."

Commenting on the discontinuance of passenger train service to Grand Canyon, Ariz., Lester Harlow said in our March issue, "For years Santa Fe ads featured Chicago to Los Angeles passenger service with no extra charge for a one-day trip to Grand Canyon." But a check of Santa Fe public timetables in an extensive collection made by Edward Mahoney, 9417 W. 64th Way, Arvada, Colo. 80002, reveals that there actually was an extra charge for those side trips, rates varying over the years.

"I am aware that poor passenger service on the railroads is no longer news," writes John B. Harrison, East Lansing, Mich. One cold, snowy night last winter he traveled from New York to Detroit on the Penn Central; he was just recovering from the flu, but was assigned to a coach without heat or light.

"Furthermore," he states, "the coach had not been cleaned from the last run, and all the containers were filled with dirty towels and papers. We were told that we would be changed to another coach that would be put on the train in Albany.

"Of course, nothing happened at Albany. At this point, the porter announced that he could not make up the berths because the coach had no lights. He became quite outraged at all requests and complaints, saying that he was not responsible for the situation, and that the conductor refused to come into the car.

"This was true, except I still believe that the porter could have made up the berths somehow. He did bring us blankets. I went to try to find the conductor. All uniformed trainmen gave only impatient snorts to my questions. This train was the erstwhile *Twentieth Century Limited* and *Wolverine* combined as far as Buffalo. Now it is called No. 61, 27 and 17.

"I am old enough to remember the thrill of riding a good train, and I still like to ride one. But I also read the newspapers. It seems that the Penn Central is very prosperous. Its stock has been going up sharply. Its president was selected recently by one of our leading periodicals as its 'business man of the year.' This periodical described him as being progressive, a great modernizer, and public-spirited. Public-spirited?"

Travelers using New York's rail and bus terminals are being forced to run a gauntlet of derelicts, narcotic addicts, pickpockets, and other undesirables, reports *The New York Times*. Similar conditions exist in other cities.

At Grand Central Terminal a Penn Central policeman said: "We don't have many quiet nights any more, especially in winter, when our waiting room is a Palm Beach for bums."

On a recent evening the wooden benches near the men's room in that terminal, the *Times* stated, were occupied by several dozen poorly dressed men, some dozing, some stretched out, others staring vacantly at the stone walls. One or two unshaven fellows were asking passers-by for money. Nearby, several elderly women guarded ragged shopping bags holding their findings from terminal trash baskets.

At Penn Station four men were chatting or sleeping in adjacent telephone booths. Six teen-agers were pitching nickels against a hallway wall near a main escalator, forcing travelers to wait while each toss was made. "A bunch of regulars just hang around," said a porter, "waiting for someone to leave a bag unguarded for a minute. Then it's good-bye suitcase."

According to Albert J. Tuohy, Penn Central's director of security, 81 arrests were made in Grand Central in 1967, and 156 last year, while in Penn Station the figures were 180 and 150 respectively. Last year his men ejected 14,425 undesirables, many of them repeaters, from Grand Central and 13,321 from Penn Station. According to the *Times*, the situation in the New York Port Authority bus terminal is even worse.

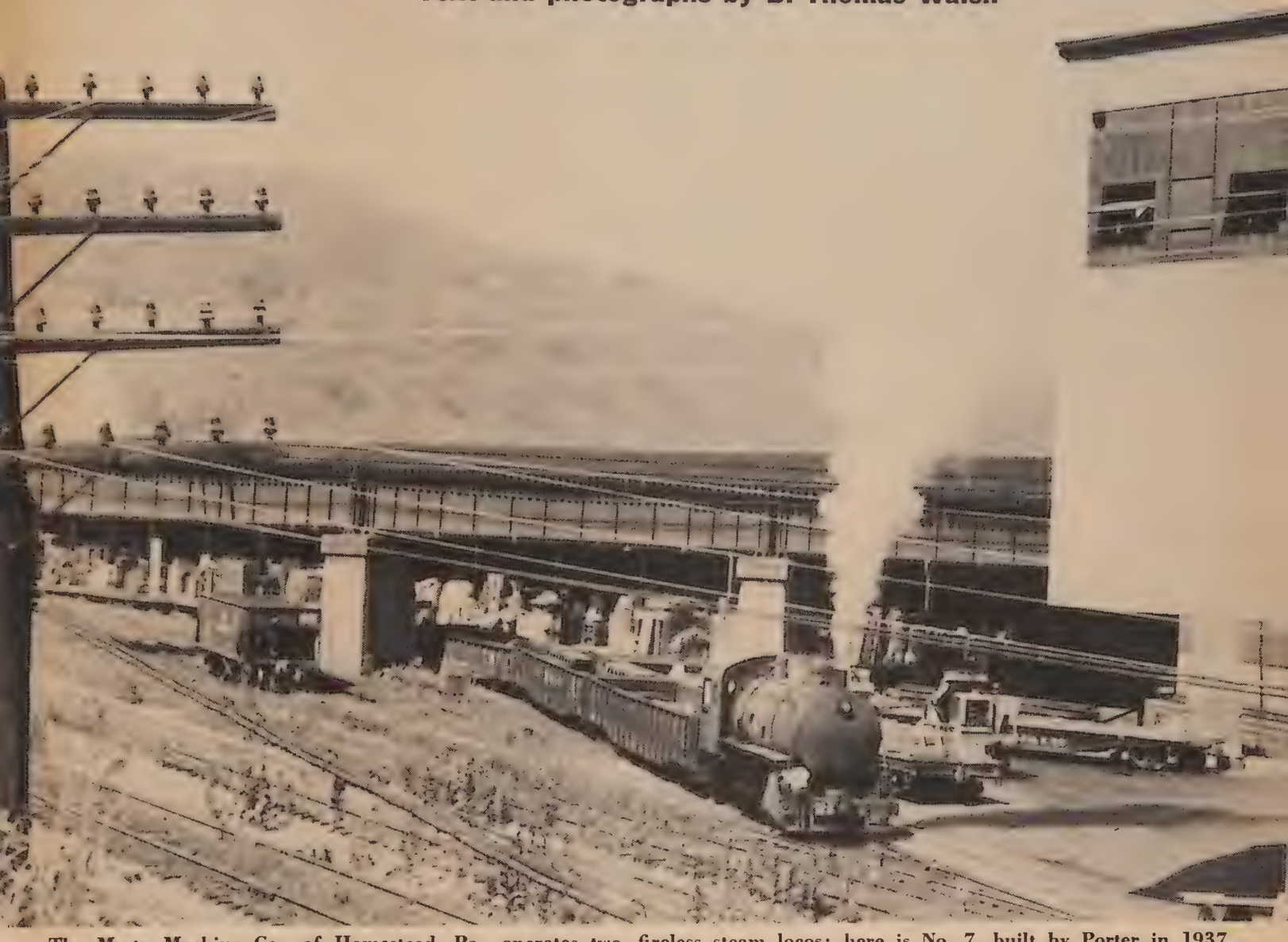
Penn Central aims to demolish the Pennsylvania Railroad Station in Pittsburgh. But the city's History & Landmarks Foundation is trying to convince the railroad that the structure is more important architecturally than the 148-acre office building and multiple dwelling that PC is planning for the site. ●

Jim Belden, 3250 Fairesta St., La Crescenta, Calif. 91214

**Private car *Cyrus K. Holliday* is now owned by Tom Sefton, Homer Rydell, Jack Stodelle, John Scripps, and John Lightner. Built by ACF in 1921, it was operated on the Soo line. It is sometimes coupled to a Santa Fe express, the *San Diegan*.**

# FIRELESS COOKERS IN PENNSYLVANIA

**Text and photographs by B. Thomas Walsh**



**The Mesta Machine Co., of Homestead, Pa., operates two fireless steam locos; here is No. 7, built by Porter in 1937.**

B. Thomas Walsh, University of Pittsburgh School of Public Health, Population Div., Pittsburgh, Pa. 15213

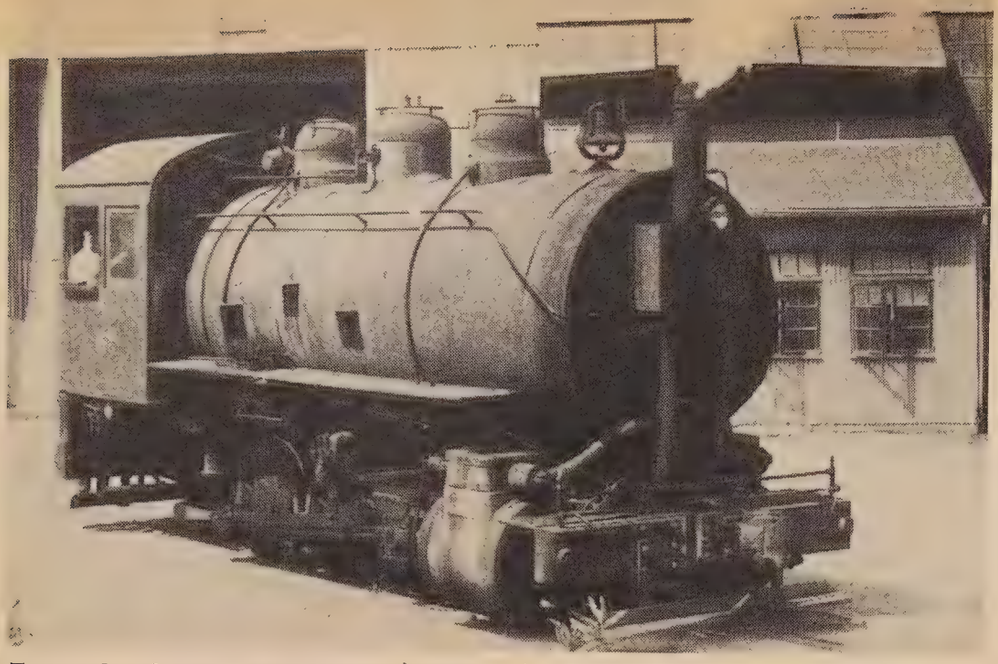
THAT curiosity of railroad steam power, the fireless cooker, is still very much in evidence in Pennsylvania. With only an estimated 45 fireless steam locomotives throughout the country, nine are located in the Keystone State. Only two are used west of the Mississippi River and most of the remainder are located in or near the major coal-producing states.

This is to be expected, since a fireless cooker operates on stored heat, and coalburning plants are well equipped to provide a steam supply. Electric power stations account for three-quarters of these "thermos bottles on wheels" as the number of companies using them continues to decline.

Largest user in the country, as well as the state, is the Pennsylvania Power & Light Co., with six fireless cookers functioning at three steam-electric plants. The Sunbury power plant, located at Shamokin Dam just below where the two branches of the Susquehanna River join, serves as the base load plant for the company's system. With a capacity of 425,000 kilowatts, this plant uses 215 tons of coal hourly, day and night. Since practically all coal is received by rail, three locomotives move it within the plant.

Both the Reading and Penn Central deposit coal cars in a storage yard at the north end of the power plant. Cuts of loaded cars, up to a dozen at a time, are brought down to the car-dumper about a mile away. There each car is turned entirely upside-down and the coal is sent to the crusher house where large lumps are broken up and trash removed. Two miles of rubber conveyors deliver up to 800 tons of coal an hour from there to the plant directly or to the bunker room for storage.

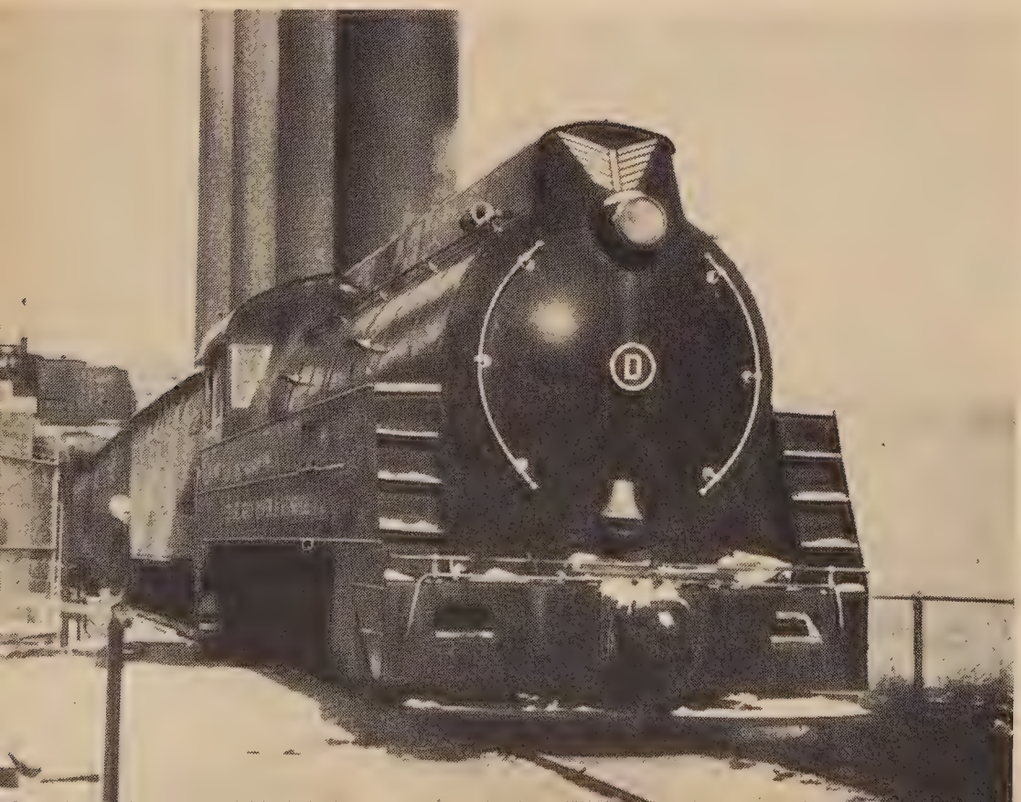
Two locomotive crews are scheduled weekdays and one crew on Sundays and holidays. In freezing weather, additional shifting is required to move cars into thaw sheds where they are sprayed with hot water before being dumped. Engines 1 and 2, delivered new in 1949 when the initial two generators were placed in service, do the bulk of this work. Engine No. 3, formerly "C," originally had been acquired for the Pine Grove power plant in 1946. She is painted black, in contrast to the bright yellow of the two newer locomotives, and operates with boiler pressure of 325 pounds per square inch rather than the 600 pounds of the other two.



External exhaust pipes identify Mesta Machine Co. No. 6, a Porter of 1931.

Hauto plant of Pennsylvania Power & Light Co. is switched by locos D and F.

Largest fireless cooker is D, an 0-8-0 built by Heisler; F is an 0-6-0 Porter.



All three locos are 0-6-0's built by Porter. Curiously enough, 1 and 2 (Porter 8180, 8190) were two of five identical fireless cookers built in January, 1949. The other three went to the Chesapeake & Ohio, which used them for some time to switch at chemical plants on Blaine Island in South Charleston, W. Va.

Engine No. 2 also has the distinction of being radio-controlled. With a system devised by Westinghouse Air Brake Co. (WABCO), this locomotive can be operated by remote control. A small transmitter panel, which can be draped over the neck or held by hand, is equipped with buttons to be pressed for various operations. Aside from directing the locomotive to go forward or reverse, the engine can be instructed to drain the cylinders, apply the sanders, or blow the whistle. A dead-man's control is provided; failure to keep the button depressed while the train is in motion applies the brakes immediately. Coupling and uncoupling of cars must still be done manually, however.

This engine plus a similar one in service at the Holtwood power plant are believed to be the only two automated, radio-controlled, steam locomotives anywhere. Pennsylvania Power & Light has also radio-equipped some diesels at the new Brunner Island plant, near Harrisburg, and finds that the system operates more reliably than on the fireless cookers.

The Holtwood plant, on the Susquehanna River, not far from the Maryland border, is somewhat smaller. Only one fireless locomotive is used with a small Plymouth as a backup engine. Being part hydroelectric, the need for coal is reduced, and rail cars are handled weekdays only. Coal is received via the Perryville low-grade freight line of the Penn Central after a rail journey of only eight miles. The originating point is just alongside the dam at Safe Harbor, where the river bed is dredged for coal. The spillage of a hundred years of anthracite mining washing down the streams and rivers of the area has been sufficient to make dredging an economic proposition. A processing plant loads coal cars adjacent to the dam with the help of a small diesel. An old 0-6-0 coal-burning tank engine, No. 65, is kept on display outdoors at the dam itself.

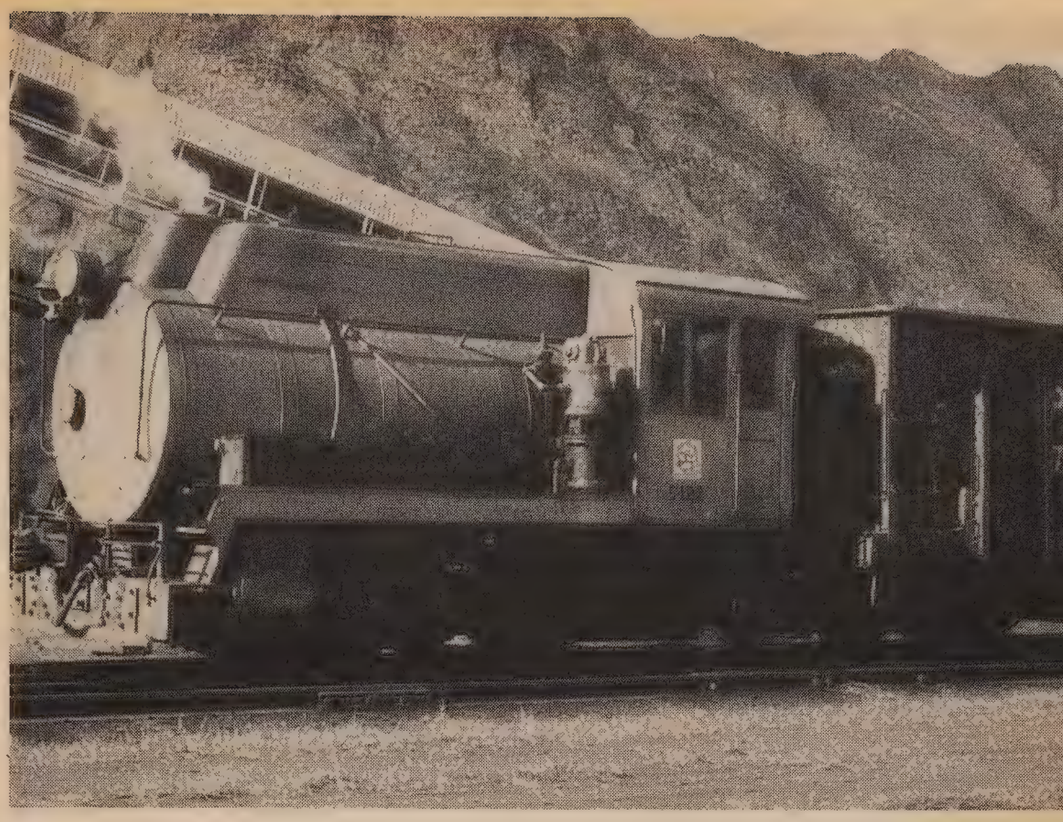
The third and final location of steam locomotives of Pennsylvania Power & Light is at Hauto, not far from the headwaters of the Lehigh River. It is an old and obsolete steam plant which is due to be demolished early this year,

when the installation of additional capacity at the Brunner Island plant makes further operation unneeded.

Two fireless cookers are alternated in service. Engine "F," No. 4093, is a Porter-built 0-6-0 acquired in 1941. The pride of the plant, though, is an 0-8-0 ("D," No. 4094) which can trundle loaded coal cars like toys, is equipped with an air horn, and makes exhaust noise like a regular locomotive. She is Heisler-built, the largest fireless cooker in the country, but no identification plates give a clue to the date of manufacture. Some believe she was built for the Hammermill Paper Co. at Erie, Pa., in 1940. Another version, the one favored by employees at the plant, is that engine "D" was used to move locomotives on and off stage in the Railroads on Parade show at the New York World's Fair of 1939-'40. In any event, this brute of an engine made possible the retirement of a three-truck Shay which had been working at the plant up to the start of World War II.

Most coal at the Hauto plant is received by truck and the contents are dumped into company coal cars for rail transport to the plant. Some coal also is received via a connection a half-mile away of a branch of the former Lehigh & New England, now operated by the Jersey Central. With the closing of this plant, the fate of these two locomotives is unknown. Both will probably be scrapped, along with the plant.

The remaining fireless cookers are found in western Pennsylvania not far from their builders, the H.K. Porter Co. of Pittsburgh. The Mesta Machine Works at Homestead operates two Porter engines. The earlier one, No. 6, built in 1931, has a flat-fronted boiler with an outside exhaust stack. There is usually enough business also to warrant operation of engine 7 with a second crew on weekdays.

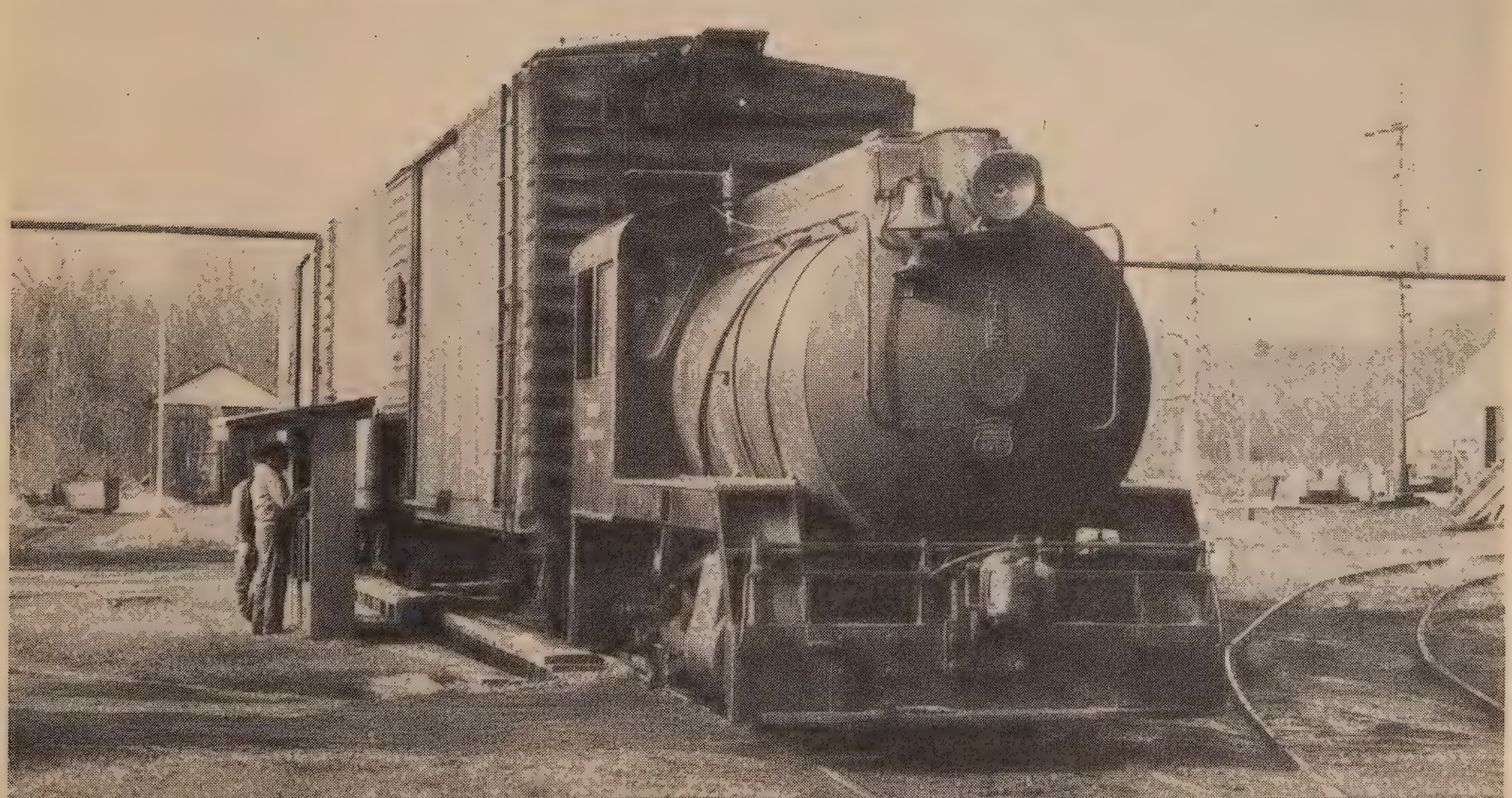


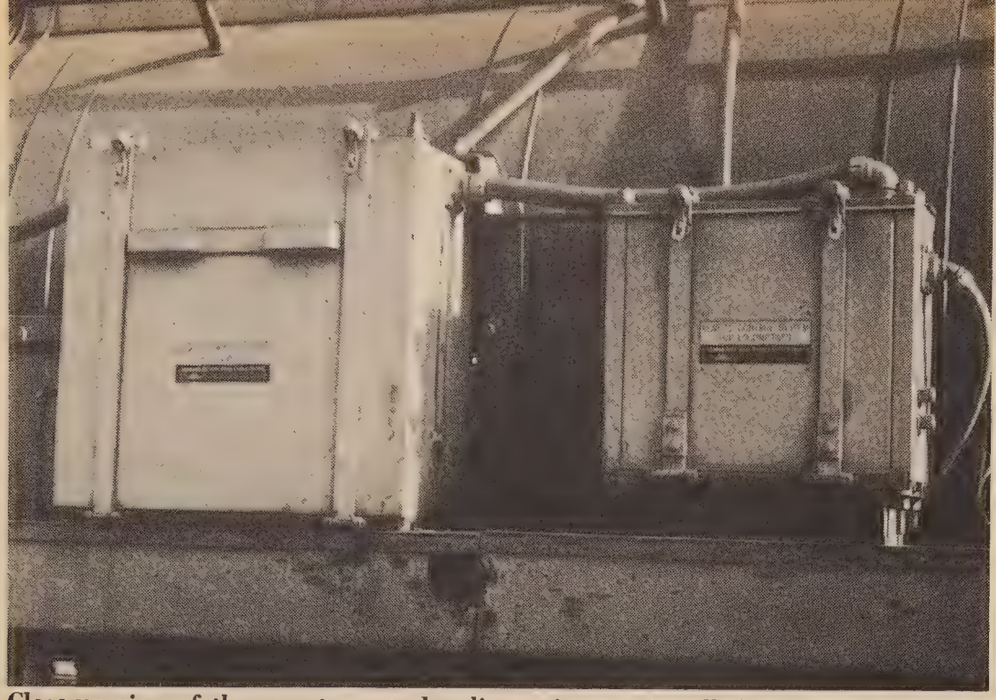
**Four-wheel Porter No. E-123 at Pennsylvania Power & Light Co. Holtwood plant, one of two radio-controlled steam locos in U.S., equipped by Westinghouse.**

The company has an absolute prohibition of cameras within the plant area and runs a tight security operation. A further difficulty is that not only is one side bounded by the Monongahela River, but the plant is completely surrounded by fences and railroad tracks. A warehouse stands at the west end of the property and it is possible, from atop a road embankment, occasionally to catch one of the engines switching a car in or out.

Much more accessible is engine No. 1 of the Westover (Pa.) Leather Co. Located 30 miles north of Altoona, this tannery was run by the Armour Leather Co., a subsidiary of the well-known

**Another Porter 0-4-0 fireless steamer is used by Westover Leather Co. for switching at its tannery at Westover, Pa.**





Close-up view of the remote-control radio equipment installed on 0-4-0 No. E-123 at Holtwood plant. The operator uses a portable transmitter at a distance.

Still another Porter four-wheeler is No. 4 of the Parsons Tanning Co. at Parsons, W. Va. It came from Armour plant at Williamsport, Pa., in 1961.

meat packers, until 1961, when it was closed. The local townspeople, in order to save their only industry, contributed money for its continuation and secured some outside financing. At present, shipments of hides are made by rail to the plant, although all finished products are trucked out.

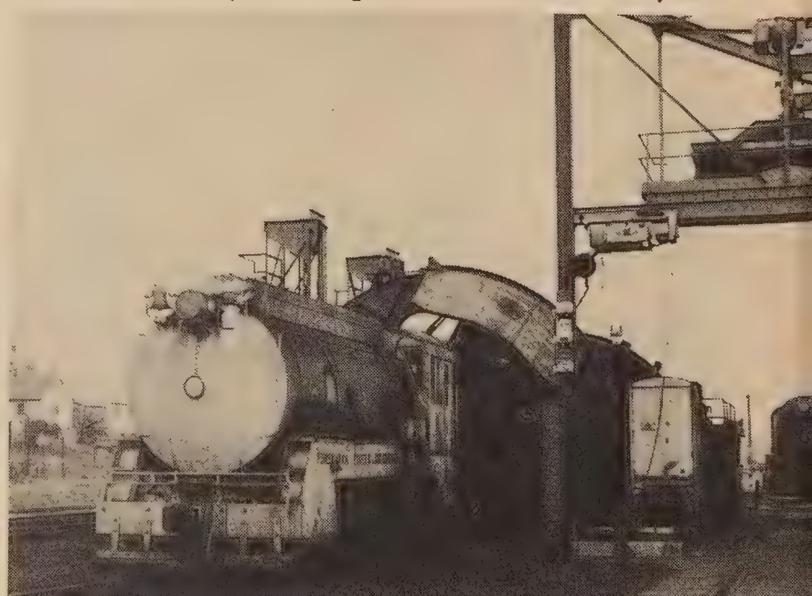
The small 0-4-0 fireless cooker is steamed up two or three times a week to handle rail shipments in or out of the plant. All cars are weighed both before and after unloading in order to check shipment weights. Much of the trackage has such sharp curvature that it is sometimes impossible to couple two boxcars together without having the two ends hit each other while rounding curves. Distance from the plant to the Penn Central siding is no more than 1,000 feet.

A similar rustic setting can be found at the Parsons (W. Va.) Tanning Co. This tannery also was bought by local interests from Armour in 1961. A regular mainline run of a half-mile is made from a connection with the Western Maryland, including crossing U.S. 219, before entering the property of Parsons Tanning. Both inbound and outbound shipments are made and about eight to ten carloads are handled each week. The fireless cooker, No. 4, came from the Armour plant at Williamsport, Pa., which, with the Westover tannery, represents all that is left of the seven tanneries they once operated.

The future of fireless cookers in Pennsylvania seems dim. Pennsylvania Power & Light is using diesels at its seven other steam electric plants, including the common carrier West Pittston-Exeter Railroad operated in connection with their Stanton power station. Management doesn't feel that fireless cookers are large enough to handle the

Westover Leather four-wheeler is dwarfed by three boxcars it's switching near company's Penn Central siding, belying power of heat stored within it. Loco operates several times a week.

The other remote-controlled steam loco in the U.S.A. is 0-6-0 No. 2 of Pennsylvania Power & Light Co., seen here at Shamokin Dam rotary car-dumper. Both 1 and 2 are yellow.



Another view of Parsons Tanning Co. No. 4, lettered "Leather Company," seen heading for Western Maryland connection.

size of cuts of rail cars required by the larger new power plants. The last fireless cooker was bought 20 years ago and the management considers itself oversupplied.

The other fireless cookers belong to companies which generate a good deal of steam as part of their manufacturing processes. All such plants are old; more modern technology may render them obsolete. In the view of the two leather companies, the process of waiting a half-hour to an hour to give a charge of steam to the locomotive is somewhat irksome. Depending on use, the charge is usually good for only half-a-day and recharging is necessary if the locomotive runs both morning and afternoon.

A car can be moved with as little as 50 pounds of pressure left in the engine, but more often the switching of a single car will be left to the next day rather than take the chance of running out completely. Diesels provide more flexibility in this respect; and when the present fireless cookers wear out, diesels will probably take over. ●

## How the Fireless Steam Engine Works

HAS a fireless steam engine a boiler or hasn't it? This question has caused much discussion. Some maintain that such a loco can only store steam for use, but they are mistaken. The fireless cooker actually generates steam, fire or no fire, besides storing it.

Water boils is 212 degrees F., *at sea-level atmospheric pressure* (slightly less than 15 lb. per square inch). But as the pressure of air or steam on any body of water increases, the degree of heat necessary to make that water boil also rises. Therein lies the principle of the fireless steamer.

To begin with, the boiler is filled about three-quarters full of hot water. The steam-charging inlet leads into a long, perforated pipe within the boiler, near the bottom. Steam under pressure often exceeding 500 lb. per square inch is admitted to this pipe, passes through the perforations, and bubbles up through the water to collect in the space at the top. Some of the steam's heat is transferred to the water as the steam passes through, raising the water temperature away above 212 degrees. But this superheated water doesn't boil, for the steam pressure upon it may be as much as 40 times the sea-level atmospheric pressure.

When the throttle of a fireless cooker is opened, steam from the upper part of the boiler is admitted to a reducing-valve, which causes the steam to pass to the cylinders at about 50 lb. per square inch, regardless of the boiler-pressure. This low working-pressure necessitates cylinders with comparatively large diameters, characteristic of fireless steamers.

As some of the steam is used up, the steam remaining in the boiler expands, and its pressure therefore decreases. This decrement of pressure on the superheated water causes some water to turn to steam, i.e., to *boil*. This new steam is added to the steam remaining in the upper part of the boiler, thus partially replenishing the supply. As more steam is used during operation, more water boils, generating more steam for further operation, until the temperature of the water and the pressure on it become too low; then equilibrium is reached, and the process can no longer continue. In practice, the loco can operate until boiler-pressure drops to around 50 lb. per square inch (this varies with individual locos); then it must be recharged.

Thus will it be seen that the vessel used to contain power for a fireless cooker is, indeed, a boiler, even though there is no firebox.—*Roger Arcara*

# INFORMATION BOOTH

**ASK BARBARA:** Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

**1** ***When did the New York Central inaugurate its* Empire State Express, *and when did the Lehigh Valley inaugurate its* Black Diamond?**

*Empire State Express*: October 26, 1891; *Black Diamond*, May 18, 1896.

**2** ***Give a brief history of the old Colorado, Kansas & Oklahoma.***

The CK&O was the successor to the Scott City Northern, and operated 50½ route miles between Scott City and Winona, Kan. We don't know just when the SCN was built; perhaps some reader can tell us. It was purchased at a receiver's sale in 1913 by the CK&O, which had been organized for this purpose. In 1914, the new company let a contract to build an extension from Garden City to Forgan, Kan.; some work was begun, but was soon called off. In 1914, the CK&O had one locomotive, two passenger cars, and eight freight cars. Office was at Scott City. The line apparently operated at a deficit most of the time, and entered receivership in 1917. Operation ceased Nov. 14, 1917, and the property was sold for scrap. Tracks were taken up.

**3** ***Relative to the ground, do the pistons of a forward-moving steam loco actually move backward when sliding toward the after ends of the cylinders?***

No! This is one of those "sticklers" which puzzle buffs seem to enjoy perpetrating. The stroke of a piston is always shorter than the diameter of the driving-wheels; therefore, the wheels (assuming there is no slippage) must cover a greater distance per revolution on the rails than the distance of the piston stroke. The only exception would be a geared locomotive, such as a Climax.

**4** ***What was the* Rexall Train?**

A special 12-car train rented and fitted up by United Drug Co. in 1936 as a traveling exhibit of its products. It was drawn by New York Central 4-8-2 No. 2873, which had been given a streamlined shroud nearly identical to that of 4-6-4 No. 5344, the *Commodore Vanderbilt*, and was provided with an oil burner for operation in parts of the country where coaling facilities were inconvenient. The Rexall Train left Boston on March 29, 1936, and made a 29,000-mile goodwill tour of the U.S. and Canada. Subsequently the streamlining was removed from No. 2873, which was returned to regular NYC service. To students of American streamlined steam locos, this is probably the least well known.

**5** ***What can you tell me of the Pennsylvania Railroad's experiments with airplane passenger service?***

In 1928, PRR formed a subsidiary, Transcontinental Air Transport, Inc., for establishing a combined rail-and-air route from New York to Los Angeles and to San Francisco, with connecting lines. Chairman of its Technical Committee was Col. Charles A. Lindbergh, employed by PRR as its consulting aeronautical engineer. The rail portion of the service in the western U.S.A. was handled by the Santa Fe.

Operation began in the spring of 1929, with patrons boarding the Pennsy's *American* in New York for a 6:05 p.m. departure. After spending the night in a sleeping-car, they were transferred at Columbus, Ohio, to one or more of the ten Ford tri-motor airplanes ordered for this service. Proceeding by air, with fuel stops at Indianapolis, St. Louis, Kansas City (Mo.), and Wichita, they arrived at Dodge City, Kan., for dinner. Then they boarded a Santa Fe train for an overnight sleeping-car journey to Las Vegas, N.M., where they again transferred to aircraft, bound for either San Francisco or Los Angeles.

Other rail-and-air connecting service was tried, such as between Chicago and St. Paul-Milwaukee, in which the air schedules were coordinated with transcontinental trains. Fares on the rail-and-air routes were very high, however; the Ford tri-motors could carry only 12 passengers plus pilot, mechanic, and steward, and the connection arrangements were costly to operate.

Nevertheless, Pennsy President W. W. Atterbury expressed the hope that the air service would soon be paying for itself. "It was felt that conditions in America were peculiarly adaptable to air transportation," he stated, "and that there had developed a very real public demand for such service. . . . Another point to be considered is that the American people have the money with which to pay the higher rates required."

Atterbury had been Director General of Transportation for the U.S. armed forces in France during World War I, and had gained much experience in the uses of air transport, but he could not forsee that the combination of the Depression of the early 1930's and the development of long-distance, non-stop, night-flying aircraft would kill off the experimental service and lead to competition from air carriers rather than co-ordination with them.

**6** ***Where can I obtain a list of radio frequencies used by U.S. railroads for their two-way radios?***

Thomas D. Dressler, 2708 Ritchie St., Portsmouth, Ohio 45662

**Norfolk & Western caboose No. 518040 sports new paint scheme: blue body, roof, and lower end panels; yellow lettering, herald, striping, ladders, and upper end panels; black trucks and underframe. Photographed recently at Portsmouth, Ohio.**

From the Federal Communications Commission, Washington, D.C.

**7** ***Describe the Great Northern's new diesel service facility at Havre, Montana.***

Built next to the existing diesel shop, the new facility is a two-stall, 280x60-foot enclosed structure designed for "assembly-line" methods of maintenance. Locos arriving from trains are spotted outside the building, where air brakes, sanders, and steam-heat boilers are tested. Then they are moved—one or more units at a time—into the new shop, where other routine operations are performed. Next step is to pass them through a high-pressure washer. Locos ready for the road then roll out to the departure tracks; those requiring further repairs are sent into the old diesel shop.

In view of extreme winter conditions at Havre, the new facility was designed to permit most work to be done indoors. Television monitors are used to indicate locomotive requirements for waiting trains. An automatic heating and ventilating system can refreshen all the air in the building every 10 minutes, should it be necessary to operate the diesel engines indoors. Several auxiliary facilities outside the new shop were added or rebuilt for increased efficiency of operation.

**8** ***What is meant by the "lap" position of a brake valve?***

This is one of several air-brake valve positions, and is used when the engineer wishes to slow his train by applying the brakes to a certain degree of friction and then holding them at that degree instead of further increasing the pressure of the shoes against the wheels.

**9** ***What was the diameter of the largest driving-wheels ever used on a locomotive?***

Nine feet, used on a 4-2-4 loco built in 1853 for the (British) Bristol & Exeter Ry. Experiments with excessively large drivers were seldom successful, since locos equipped with them, while able to maintain high speeds once they got going, were poor at starting heavy trains and at low-speed running. The largest drivers ever used on an American engine, to our knowledge, were the 8-foot wheels on some of the 6-2-0 Stevens-Cramptons built for the Camden & Amboy in the 1840's (see illustration in our October issue, page 26).

**10** ***Trace the development of the Illinois Terminal Railroad.***

This line, which now offers freight service only, originated as an electric interurban between Danville and Westville, Ill., in 1901. Eventually it grew into one of the largest U.S. interurban railway networks, with more than 400 route-miles. In addition to burgeoning passenger traffic, it developed a great deal of carload freight business, interchanging with several major railways and obtaining trackage rights on part of the Illinois Central. For expediting freight cars to urban destinations, IT

**Three Monon diesel units, led by Alco Century 628 No. 400, team up to haul freight train 73 southward from Lafayette to Bloomington, Ind., a few years ago.**
Photograph by Tony Koester

laid belt lines around the cities of Champaign, Decatur, Urbana, Springfield, and Edwardsville.

Major IT routes were: St. Louis, Mo., to Peoria, Ill., via Springfield, Ill., 172 miles; Springfield to Danville via Decatur and Champaign, 123 miles; and Decatur to Mackinaw via Clinton, 66 miles. Passenger service once included electric parlor cars and sleeping-cars. In later years, some operations were handled with streamlined trolley cars, and the electric streamliners bought in 1948 were among the last interurban cars built for U.S. service. But passenger traffic fell away sharply in the early 1950's, runs were abandoned, and the last passenger service ended in 1958.

A combination of 11 railroads, including Illinois Central, bought the Illinois Terminal in 1956, but keep it under separate management. Much unproductive trackage has been eliminated, and in some places IT track has been abandoned in favor of trackage rights on the owner lines. Other economies have been introduced, and electrification has given way to diesel operation. The line has 25 switchers, 12 road engines, 1,874 freight cars (at last report), and more than 600 employees. It now serves industries of St. Louis, East St. Louis, Granite City, Alton, Wood River, Springfield, Peoria, Decatur, Urbana, and Champaign.

**11** ***What weight of rails was used on the Central Pacific-Union Pacific transcontinental line, completed just a century ago?***

Fifty-six pounds per yard, which was fairly heavy for that era.

**12** ***Where can I find an old poem entitled "Roundhouse"?***

Right here; it was written by Forrest H. Miller of Easton, Pa.

**The turntable moved so slowly**
**A boy could wonder here**
**Which track was to be the right one**
**When he was engineer.**
**The great locomotive, steaming,**
**Now stood for man's command;**
**Its power when rolling railbound**
**Would yield to mind and hand.**

**Who knew what the boy was dreaming?**
**The hostler old and wise?**
**The final inspector finding**
**Lost dreams in boyhood's eyes?**
**No taller than half a drive-wheel,**
**The boy in fancy scales**
**The steps to the vacant cabin,**
**Starts out on silvered rails;**

**Drives out from the smoke-stained windows,**
**And through the days, the nights,**
**The cities, the hills, the valleys,**
**The signal flags, the lights;**
**And through the long years, may never**
**His last run raise a doubt,**
**(His name being off the callboard),**
**He chose the right track out.**

## Running Extra

Still more listings of trains with similar names on different railroads come from Elliott Kahn, 58 Verbena St., Clearwater Beach, Fla. 33515, adding to the list Ted Gay began in our January department, which was supplemented by others in March and April:

Knickerbocker: NYC, NH.
Hustler: Louisiana & Arkansas, Texas & New Orleans.
Beaver: NYC, SP.
Westerner: NYC, T&P, D&RGW, plus roads previously listed.
Atlantic Express: Boston & Albany-NYC-Mich. Central, PRR, UP, Erie, NP, C&NW, CMStP&Omaha.
Pacific Express: B&A-NYC-MC, Erie, PRR, WP.
Firefly: CRI&P, StL-SF.
Western Express: NYC-MC, CRI&P.
St. Louis Express: PRR, StL-SF, CCC&StL.
Texan: StL-SF, T&P, MP, AT&SF.
Cannon Ball: Wabash, NH, CA&E, plus roads previously listed.
Sunset: SP, Detroit & Mackinac.
LaSalle: CNR-GTW, C&EI.
Maple Leaf: CNR-GTW, LV-CNR.
Nightingale: Alton, CMStP&O.
New Englander: PRR, CNR, CNR-CV-B&M.
West Virginian: C&O, B&O.
Peorian: IT, Peoria & Eastern.
Caribou: CNR (Newfoundland), PGE (called Caribou Dayliner).

Elliott also answers a question in our December issue about 42"-gage lines in Canada: "Such a line serves a U.S. Air Force base near Stephensville. The Buchans Ry., also known as the Botswood Ry., runs 30 miles from Millertown. There is industrial trackage of the Bowaters Paper Co. at Cornerbrook. All are in Newfoundland."

Information on B&M steamcar No. 100 and B&M railbus, also B&M facts and pix prior to 1885 are wanted by Jim Crimmins, 5 Bonnie Dr., Exeter, N.H. 03833.

"Who owned and operated the Globe Fast Freight Line, and when?" asks Paul Pietrak, Box 76, North Boston, N.Y. 14110, who is working on a Pittsburg, Shawmut & Northern history. The Lackawanna & Pittsburgh was a predecessor of the PS&N; Paul wants to know its relationship to the Globe line.

Information about McGrane's locomotive clocks is sought by C. A. Wilson, 1126 Valley St., Minot, N.D. 58701, who asks where and when they were made and which roads used them.

History and other data of the Little River RR., which operated in Tennessee's Great Smoky Mountains years ago, are wanted by Stanley Connor, 36 Arcadia Rd., Pompton Lakes, N.J. 07442.

"The two steam engines formerly stored in Seattle, and referred to in your December issue, belong to the Puget Sound Ry. Historical Assn.," writes member Maynard Laing. "They have since been moved to our operating railway at Snoqualmie, Wash. Others interested in our operations may feel free to write to us at Box 1362, Broadway Sta., Seattle, Wash. 98102."

Adding to Frank Lester's compilation of steam loco wheel arrangement names in our March issue, George Spire, 1120 C St. S.E., Washington, D.C., notes that the Richmond, Fredericksburg & Potomac called its 4-8-4 types Potomacs. And Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124, comments: "It is the most complete list of its kind I have ever seen. Here are a few additions: 4-8-8-2: Articulated Consolidation (SP); 4-8-4; Wyoming (LV), Greenbrier (C&O), Dixie (NC&StL)."

As we indicated, several types were known by more than one name. In most cases, we had merely space to include the only, or the most common, appellations. Even more names have been applied to diverse types by different railways.

"I have collected several hundred photos of Boston & Maine steam locomotives," writes Harry Frye, 1023 Hooksett Rd., Manchester, N.H. 03104. "To catalog them properly, I require a list of B&M renumbering of 1911, showing both old and new numbers." Can any reader help him?

Photos and data of the old Chicago & Interurban Traction Co., which operated between Kankakee, Ill., and Chicago's south side, are wanted by Donald Weber, 279 Calhoun St., Gary, Ind. 46406. The line was abandoned about 1927.

"Last summer I was on the Santa Fe's *El Capitan*, traveling from Los Angeles to Albuquerque," says Charles Larrabee, age 15, 3404 Stardust Ct. NE, Albuquerque, N.M. 87110. "Sitting across from me were two boys, one about my age, the other slightly younger. When Pasadena was announced, the two got ready to depart. Trying to be friendly, I said, 'Nice long trip.' A short conversation ensued, during which I learned that the older boy was an ardent railfan, but in our haste we forgot to exchange addresses. I'm hoping he'll write to me if he reads this."

Correcting errors is always justifiable, but correcting corrections is a waste of time and space. In January, we stated that the railroad scenes for the movie, *In the Heat of the Night*, were shot around Sparta, Illinois. Several readers wrote in our March issue that the scenes were made at Sparta, Mississippi, not Illinois. Now we have had numerous letters indicating that we were right the first time. Readers, please check your own information before offering corrections.

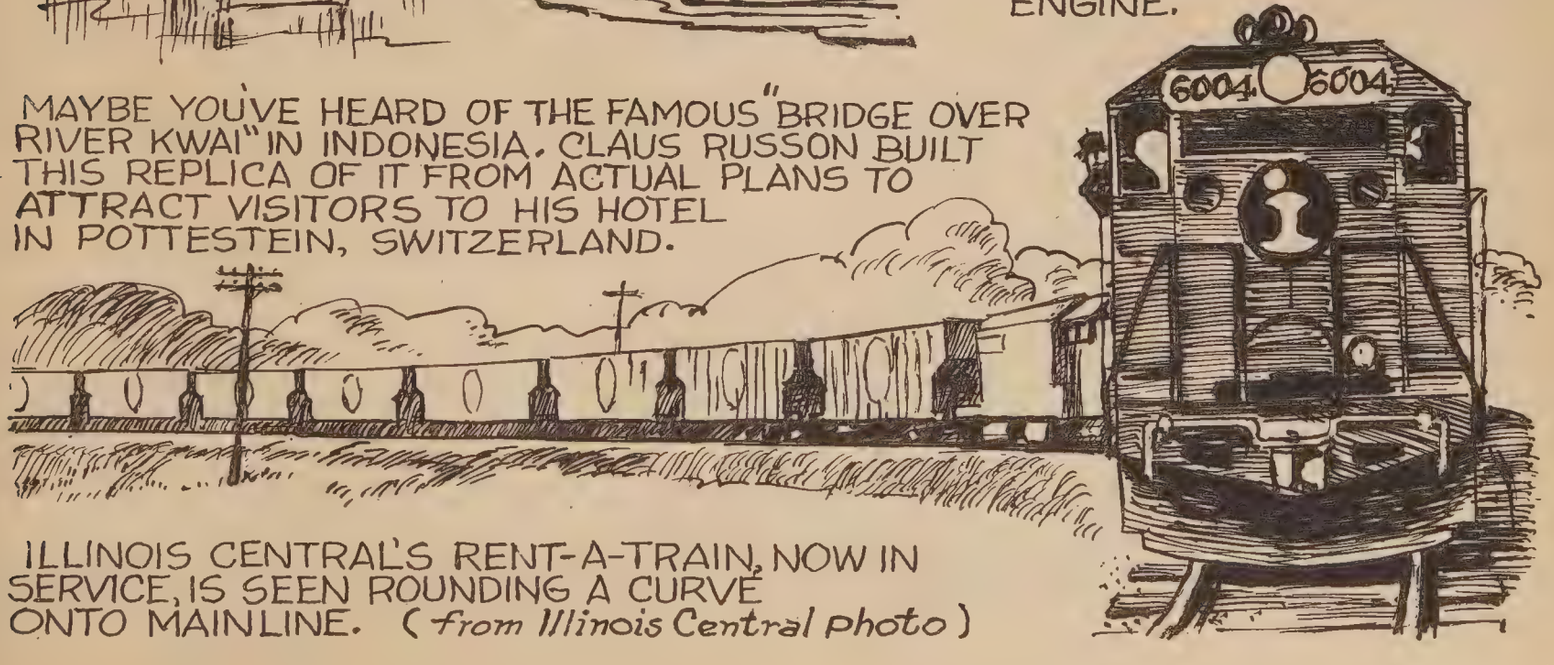
# ALONG THE IRON PIKE

by Joe Easley

THIS WRECK IS SAID TO HAVE OCCURRED ON THE PENNSY NEAR DUNCANSVILLE, PA., BETWEEN 1910 AND 1920. WHO CAN SUPPLY DETAILS? (from Richard N. Mansley)

NEW HAVEN RAILROAD SWITCHER 0976, LETTERED NEV HAAVEN WAS PHOTOGRAPHED BY GERALD NEWMAN AT SPRINGFIELD, MASS., ON CHRISTMAS DAY, 1967. HE THINKS TWO DOORS WERE TAKEN FROM ANOTHER ENGINE.

MAYBE YOU'VE HEARD OF THE FAMOUS "BRIDGE OVER RIVER KWAI" IN INDONESIA. CLAUS RUSSON BUILT THIS REPLICA OF IT FROM ACTUAL PLANS TO ATTRACT VISITORS TO HIS HOTEL IN POTTESTEIN, SWITZERLAND.




ILLINOIS CENTRAL'S RENT-A-TRAIN, NOW IN SERVICE, IS SEEN ROUNDING A CURVE ONTO MAINLINE. (from Illinois Central photo)

## Interesting Railfans No. 77

# ARTHUR W. WEBER

**by Freeman Hubbard**

Photograph by Ray Weber

TWO Arthurs have much in common. Besides being active railfans and former railroad employes of nearly the same age, both Art Weber and Art Lloyd (No. 44 in this series) are professional promoters of rail tours and, of course, crusaders for more and better passenger service. (We told Art Lloyd's story in August '66, so we won't pursue the comparison here.)

President Franklin D. Roosevelt once said of Americans, "We are all descended from immigrants." Railfan No. 77, born September 10, 1926, is one of five sons of a couple who came from what is now Yugoslavia. His father was a highly skilled cast-stone artisan and plastic model maker.

About two blocks from Art Weber's early home was the Milwaukee Road's freight-only branch from Goose Island to Evanston. As a small lad he often wandered to the Fullerton Avenue grade crossing on that branch to watch the switching operations of a slope-tank 0-6-0 with a tall stack that puffed acrid gray smoke and coupled noisily into freight cars. One engine he remembers from those days was a 2-8-0 with a stubby, more modern-looking stack, a type of power rarely seen on that line. Half a mile further away ran the busy three-track division of the Chicago & North Western, with its frequent fast commuter trains. Arthur suspected that a steam locomotive's age was proportionate to the length of her stack.

In early teens, he began reading *Railroad Magazine* and got a big kick out of tracing *Official Guide* timetables onto highway maps that didn't show railroads. His first paid job was copy boy in the *Chicago Tribune* news room. Then he served a wartime stint in the Army, moved to the Pacific Northwest, took a business course in typing and shorthand under the GI Bill of Rights, and worked briefly in a Portland factory.

His railroad interest kept growing. In 1948 he hired out to the Freight Traffic department of the Spokane, Portland & Seattle, where he picked up some knowledge of ratemaking procedures, both freight and passenger, and developed considerable skill in organizing things—an ability which greatly helps his present career.

Later, he returned to Chicago; 1952 found him working in the Santa Fe's

reservations bureau, harvesting the fruits of his research years before into the *Official Guide*.

Thirteen years ago he switched over to the Norfolk & Western's Chicago office, again in the passenger business, but was furloughed in 1958 when the class J locomotives were retired and he went into the road's Coal Traffic department at Detroit. But he wasn't too happy there. Somehow, Art tells us, passenger service had cast a spell over him. He quit the N&W in 1960 and worked through 1934 for the Union Pacific's Passenger department in Detroit. His present address is P.O. Box 1287 in that city, zip code 48231.

Meanwhile, he had joined the Michigan Railroad Club in 1958 and later the Upper Canada Railway Society. Before making railfan excursions part of his agenda, he took many one-man fantrips on regularly-scheduled passenger trains. Among his favorite strings of varnish during World War II was a Burlington local to the Twin Cities that he'd ride as far as Oregon, Illinois, usually consisting of a Hudson pulling several head-end cars and a non-airconditioned coach. His pet hangout for train-watching was Englewood Union Station at 63rd and State streets, where he saw numerous powerful New York Central Hudsons and the equally popular Pennsylvania K4s types.

We learn from Tom Miller of Toledo, Ohio, that he first met Art Weber in August, 1960, at the Grand Trunk Western roundhouse in Milwaukee Jct., Detroit, on the occasion of the GTW's 4-8-4 No. 6323 wheeling a passenger special to Port Huron for a picnic of Ford Motor Company employes.

"Most of my subsequent visits with Art," he says, "were on steam fantrips or on rail journeys to Toronto or Montreal to ride behind steam from those cities. My friend's interest in passenger trains is tied in with efforts to provide passengers for them."

Since 1964 our hero has been a self-employed tour promoter resulting directly from his Michigan Railroad Club activities. Instead of infrequent special trains from Detroit to Niagara Falls that the club used to sponsor, Art is now heading small groups at frequent intervals on the Canadian National's regular Windsor-Toronto trains 142 and 147. For these tours he does all the advertising, ticket-selling, and escorting.

After running seven or eight diesel- or steam-powered excursions while serving as president of the club in 1963 and '64, he quit the Union Pacific job and undertook a more independent existence by promoting rail tours for profit.

According to Cleland B. Wyllie, one of *Railroad Magazine's* contributors, Art left the UP so that he could maintain an active part in opposing the Grand Trunk Western's efforts to discontinue overnight passenger service between Detroit and Chicago. This was a run with only a baggage car and one coach that the GTW wanted to drop. Art's objections, filed with the Interstate Commerce Commission, included the suggestion that if the road were to

Photograph by Tom Miller, 3015 Powhattan Pkwy., Toledo, Ohio 43606

**Canadian National Railways 4-8-4 No. 6218 heads a 13-car railfan special through a photo run-by on Chatham Subdivision at Thames River, Ontario, en route from Windsor to St. Thomas. This was one of the fine steam trips Art Weber promoted.**

adopt the red, white, and blue fare system that was bringing good business to the Canadian National, it could probably increase the number of its riders and the revenue, as well as making further curtailment of service unnecessary. Subsequently, the Grand Trunk Western did establish such fares and actually boosted passenger revenue as Art had predicted, thus becoming one of the very few U.S. roads to achieve such a "miracle" in these days of declining passenger traffic.

With regard to his decision to go into business for himself, Art Weber tells us: "Earlier in 1964, Canadian National had added trains 76 and 75 (now 142 and 141) to make an extra round trip between Windsor and Toronto, and it seemed to me that the energy I'd been giving to put passengers on special trains sponsored by our club could be just as effective in filling seats on regularly-scheduled runs."

Anthony Haswell (No. 67 of our "Interesting Railfans") wanted Art to join him in Chicago to help with the National Association of Railroad Passengers (see July '68 *Railroad*, page 30), but Art felt that he could do more for rail travel by remaining in the Detroit area and continuing with his week-end tours to Toronto and Niagara Falls over the CN and his Detroit-Chicago week-enders over the GTW. This decision took courage.

"During 1965," Art recalls, "things worked out only well enough to keep me from giving up. A few Toronto tours early in the year weren't enough to sustain me. Later in the year I switched to some Niagara Falls tours, using chartered bus connections between trainside near Hamilton and Niagara Falls; and in November I took an afternoon shift of factory work to protect my income. Then business picked up. In 1966 I escorted nearly 2,000 people on a total of 31 tours. Next year the figure jumped to 2,870 on 33 tours, and in March '68 I was sufficiently out of the woods to quit the factory job.

"Although the factory work was relatively pleasant, it meant that I had to escort my tourists after little or no sleep the night before. Sometimes, after working a ten-hour shift until 4 a.m. Saturday, I had to be in Windsor to escort a tour departing as early as 6:30 a.m. that same day. Not having an automobile—I never did own or drive one—I used public transportation to get between my apartment in Royal Oak, Michigan, and Windsor, Ontario; so I seldom got back home until 1:30 on a Sunday morning, or even later."

A letter from G. C. Campbell, Canadian National general manager, special duties, tells us: "Mr. Weber has produced a substantial volume of business for CN, partly because of his own initiative and aggressive promotion of rail package tours and partly because of the availability of good CN passenger service between Windsor (Detroit) and Niagara Falls, to which most of his tours have been destined.

"I have always found Mr. Weber to be very pleasant in personal dealings and on several occasions I met with him to discuss these matters. I think he realizes that we would not under any circumstances initiate changes detrimental to our overall interest or to the overall interest of our passenger business. Nevertheless, he shares a common trait among railfans in that those who profess to be 'friends of the railroad' sometimes are the hardest people to deal with.

"Such matters as scheduling, equipment, and pricing are under constant review and from time to time changes are necessary in order to improve the overall results of our operations. When Mr. Weber agrees with changes we have made, he is not stinting of his praise. On the other hand, when he does not agree, he makes his views equally clear.

"I have a great deal of sympathy for railfans. In fact, we have a number of them on our own staff. They impart to the whole organization enthusiasm and support which otherwise would not be available. In my view, they are essential to the railroad passenger business; but, one and all, they have to learn the lesson that life is not always what they would wish it to be and that in business, as in politics, the art of being successful is often the art of the possible.

"In dealing with the many forces both inside and outside the railway which are not always in agreement with our basic aims and objectives, we adhere to the maxim that 'half a loaf is better than not eating.' To those railfans who would rather starve than settle for what they consider second best, I can only say Godspeed and good luck."

We hear now from Frederick G. Dewey, president of the Michigan Railroad Club: "The club owes Art a considerable debt. In 1958, when Art joined us, we had only about $4,000 in bank. We now have about $40,000, besides owning two Milwaukee Road coaches which we bought from the Chicago Great Western two years ago. Arthur taught us to write press releases in a way which insures publicity. This publicity has resulted in longer special trains and more revenue toward the museum we hope to have some day. He showed us how to write news releases that many newspapers quote verbatim and how to get radio and TV plugs.

"He started a mailing list for us (it now has about 6,000 names) and demonstrated how we could build it up by passing out comment cards on each trip. He also did the arduous work of typing lists of names and addresses so they could be photocopied onto sheets of tear-off gum labels."

In 1963 Edmund W. Pratt of Birmingham, Michigan, helped to organize a commuter group known as Friends of the Grand Trunk. Repeatedly, Art Weber has let this group use his huge mailing list to publicize rail excursions.

"Art must be an excellent photographer," writes Cleland Wyllie, "since he sells high-quality color postcards of trains in motion that bear his name as photographer; but although I have been with him often I've never seen him carry a camera. Perhaps he took all his pictures much earlier in the steam era. I know of at least one thing he did to insure good fantrips. He'd personally scout the route the train would take and pick out ideal spots for run-pasts. Also, he invariably came up with detailed schedules and maps."

It is typical of Art to be thorough in whatever he undertakes.

Our subject is of medium height, slightly overweight, about 185 pounds; has friendly brown eyes and brown hair cropped short. In common with most railfans, he does not smoke. Art is a confirmed bachelor, is very fond of walking. A rail buff named Harold Carter once hiked alongside every mile of Grand Trunk Western mainline, and Art accompanied him in July '66 on the last 24 miles, from Harvey, Illinois, to the bumping post of Chicago's Dearborn Station. "The temperature got up to 96," Art recalls, "but we made it in about 9½ hours."

In 1967 he discovered that bicycling was even more fun. With a 3-speed Sunbeam he took several trips as long as 80 miles each. Last August his cycling reached a climax with a two-day trip of 250 miles from Royal Oak to Niagara Falls on a 5-speed Schwinn. The latter has been stolen and he plans to replace it with a 15-speed racer.

Among his "pet peeves" are people who play transistor radios in public

**In this day of shrinking passenger mileage, Grand Trunk Western added a new stop last October in its bid for more passengers (something Art Weber has been encouraging). Four GTW trains each Friday and Sunday now stop at East Lansing, Mich., to serve Michigan State University students who formerly had to use taxicabs or busses into Lansing to catch trains. Tracks run through the middle of the campus. GTW officials are pleased with results and plan to add a shelter there.**
Paul Remy, The State Journal, Lansing, Mich. 48919

places without using the earphone for private listening and motorists who honk automobile horns for anything but necessary traffic warnings.

"His musical interest and his ownership of a fine tape-recorder," says Walter Weible, who preceded Art as president of the Michigan club, "propted him to register the sounds of the last GTW steam-powered trains from the bathroom window of his apartment in Royal Oak."

But the only record he ever issued for sale is *Detroit Division,* an LP to which a Pennsylvania railfan, Bud Swearer, contributed some of the sound effects.

"I was fortunate to be in the Detroit area when GTW was working its final steamer there," Art reminisces. "While in Chicago I had made a point of collecting old 78-rpm recordings of classical music, thinking they'd never become available on the new LP's coming out in the early 1950's. Actually, many of them did become available; but my tape-recorder came in handy later on when I took down the sounds of GTW steam."

About the only form of railroadiana he collects is phonograph records, of which he has 70 or more LP discs of steam recordings; but he quit buying about eight years ago when he felt it would be impossible to keep track of all the releases. He does have his own 35mm color slides and some black-and-white prints, mostly made by Tom Miller of Toledo, Ohio. The only train order he ever thought worth keeping is one covering what he believes to be the last meet of two steam passenger trains in the U.S.—Grand Trunk Western trains 22 (engine 6407) and 57 (engine 6408) at Owosso, Michigan, on December 1, 1958.

Says Art: "I subscribe to both *Railroad* and *Trains* and find the latter takes a stronger editorial stand on problems confronting the railroad industry and its customers. I am disappointed with *Trains'* recent attitude toward passenger service, but I wonder if editor Morgan has given up hope that his readers will ever follow through on many of the excellent suggestions and criticisms he made of railroad passenger policies in the past."

Answering a question, he states: "In an age when the travel industry concentrates on high-budget tours to faraway places for well-to-do people I'd like to be remembered as the guy who developed a commercially practical one-day tour for the sack-lunch trade."

This year Art's business, Emarcy Tours, is offering 43 one-day tours from Windsor, 37 to Niagara Falls, and six to Toronto, "It is very nice," he says, "to be able to run tours on the new *Tempo* trains that went into service last June." ●

STEVE MAGUIRE'S

# TRANSIT TOPICS

**A four-car railfan special on the Baltimore & Annapolis at Severn River trestle, on January 22, 1950. (See our February issue, page 32, for short B&A history.)**

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

FARES continue to rise. Chicago Transit Authority recently added a dime to its rapid transit and bus fares, making a single ride cost 40¢ with 5¢ transfer privilege. This rate is similar to Boston's combination subway-surface fare that was raised 15¢ to its present 45¢. And in Pittsburgh, Pa., the basic fare jumped from 30¢ to 35¢ on New Year's Day. Trolley and bus riders in other cities are facing the future with dire foreboding.

Steve Maguire

AN AGREEMENT appears to have been reached whereby the Philadelphia Suburban Transportation Co. will be sold to the Southeastern Pennsylvania Transportation Authority (SEPTA) for $13.9 million. PST operates Red Arrow trolley and bus lines in Philadelphia's western and northern suburbs. The price is more than the $10.8 million that SEPTA said the company was worth in 1966 but less than the $14.5 million originally sought.

Not included in the proposed sale are some other Red Arrow holdings, including its New Jersey buses, its intercity line between Philadelphia and New York and diverse other properties, reports A.J. Franck, P.O. Box 171, Richmond Hill, N.Y. 11418.

SAN FRANCISCO streetcar No. 1007, K-Ingleside, running away in Twin Peaks tunnel in January, hit two moving automobiles before it left the tracks and then rammed into other motorcars, parked nearby. Although it was crowded with passengers, few were hurt and none seriously. The runaway was of the oldest series of cars now operated in the city, built in 1948 as double-ended cars but later converted to single-enders. The cause of the accident had not been determined when we received this news from Paul A. Slater, 386 Vermont Ave., Berkeley, Calif. Another K-Ingleside trolley, which was stopped in the tunnel to let its passengers leave because of the accident to the 1007, was struck from behind by a third car.

NEW YORK'S Mayor John Lindsay offered President Nixon some unasked-for advice in a recent address at the Ripon Society dinner. Rather than increase defense spending, Lindsay urged the President to pour more resources into "transportation, education, housing, municipal services." Specifically, he asked, why should there be more highway spending in a time of decaying mass transit systems and spreading air-pollution when some states and localities might be able to use highway money for building or improving transit systems?

TRANSVERSE seating may return to New York City's subway cars if current study by the NYC Transit Authority, now part of the region-wide Metropolitan Transit Authority, indicates its desirability. One Independent Division car, No. 3189, built in 1947, has had additional seats attached to certain of its transverse benches to give a staggered 3-and-2 seating arrangement, similar to the old Brooklyn-Manhattan Transit standard cars. None of the New York City subway cars built in recent years has transverse seats. Indeed, the interiors of cars built right down through the current order have become increasingly more Spartan and uncomfortable, with less and less seating capacity. We hope this study portends a more public-minded attitude by the Authority.

Also being studied is the possibility of building longer subway cars. Under municipal operation, all cars built for the Independent and BMT Divisions have been 60 feet long, though the tunnels and structures on both lines were designed for 67-foot cars. The old BMT standard cars, introduced in 1914, were 67 feet long; it's nice to see "progress" catching up with the past.

ILLINOIS CENTRAL will receive 130 new air-conditioned electric cars as the result of a Federal grant of $25,200,000 to the Chicago South Suburban Transit District, an organization that represents 11 towns along the IC electric lines out of Chicago, reports Steve Scalzo, 12845 S. Hoyne Ave., Blue Island, Ill. 60406. The IC will pay $12 million toward the cost of these cars and lease them from the District. They will be double-decked cars similar to those operating in Chicago & North Western suburban service but will be electrically operated m-u and will replace 40-year-old equipment now serving 40,000 riders daily on IC suburgan lines.

MEXICO CITY workmen excavating for the first line of a comprehensive subway system due to open around the middle of this year, have unearthed more than 1,500 archeological relics, either found complete or reconstructed, from six centuries of history. When it was decided in 1967, after years of debate, to build a subway with French financial and technical help, Mexico's National Institute of Anthropology and History went on the alert immediately. The subway meant the first large-scale excavation of the capital's spongy, waterlogged subsoil, and, as one archeologist put it. "It was our duty to save everything possible."

The finds range from human and animal bones to ceramics and sculpture, including a 1,000-pound basalt figure of an Aztec goddess. Most of the material is in warehouses, but some of the larger pieces of sculpture have gone on display in the modern Archeological Museum in Chapultepec Park. A grim reminder of the Spanish colonial period is a skeleton of an Aztec with shackles on the ankles and one knee.

RUNDOWN condition of the Chicago South Shore & South Bend's passenger equipment is deplored by Gerald Mieure, 6216 W. Grand Ave., Gurnee, Ill. 60031, who points out that of the line's 64 passenger cars, 40 were built in 1927 and the rest in 1929. Although these cars run fairly well in summer, they get into real trouble when the snow begins to fly. In fact, the company took until last October to repair its 27 cars that had broken down the previous winter! To mitigate the disruptions to service due to equipment failure, the South Shore has leased six Illinois Central coaches.

James B. McCahey, Jr., president of the CSS&SB, is grateful to the IC for the use of those six cars but says that is just a stop-gap measure, the only long-term solution being to buy new equipment with a Federal grant under the Mass Transportation Act of 1964. To get such a grant, according to McCahey, the Indiana General Assembly could create a qualified transportation authority. Years ago, railroad companies operating passenger service simply ordered new equipment when old cars were worn out. But today, even with the South Shore under direct control of the Chesapeake & Ohio, the solution is much more complicated.

"Last year," writes Roscoe C. Migliore, "our Government spent some $25 million on rehabilitating South Viet Nam's coastal railway, and it has given by loan or grant over $1.5 billion to foreign countries to improve their railway systems during the last 20 years. Yet we allow passenger service on the CSS&SB to approach almost a state of total collapse. Apparently there is no co-ordination in our national transportation policy, plus complete lack of foresight by our Congressmen and Senators in Washington for allowing our rail system to deteriorate."

**A two-car trolley freight train, with No. C-19 leading, on the Lehigh Valley Transit at Souderton, Pa., in 1951, just before the LVT rails were abandoned.**
Photograph by Herman Rinke

RED-CARPET treatment was recently accorded 23-year-old Charles W. Ayling of Staunton, Va., by B.R. Stokes, general manager of San Francisco's Bay Area Rapid Transit District. Ayling, who is a member of Electric Railroaders' Assn. and a contributor to ERA *Headlights,* was a crewman on the USS *Pueblo,* impounded by North Korea last year. Upon his release, he wrote to the American Transit Assn: "Before joining the *Pueblo,* I was stationed in and around San Francisco for two years. I became intensely interested in BART and the transit situation in general." He sent money for a subscription to *Passenger Transport,* the ATA news periodical, but ATA returned it, saying the subscription was a "welcome home" present from the transit industry. Stokes invited Ayling to tour the BART system, now being built, we learn from *Oakland Tribune* reporter Harre Demoro, also an ERA member.

SOUTHERN IOWA RAILWAY at Centerville, Ia., an electric interurban line operated for freight only by the local power company since the 1930's, was purchased a few years ago by a father-son combination, Clyde Forbes, Sr. and Jr. At length, declining revenues forced the owners to convert from electricity to a couple of diesel motors and abandon the 11 miles of track to Moravia.

In 1967 the Haydite plant, which was the main source of revenue for the entire three-mile remnant of the original route, converted to trucks, thus eliminating almost all of the line's revenue. As a result, the Forbes men ceased operating and took up the tracks. Even before this, they had sold all their electric cars and other equipment, most of it going to the Columbia Park & Southwestern in Ohio and the Midwest Central at Mt. Pleasant, Ia. The latter is building a short operating trolley line, backed by the Iowa Chapter of the National Railway Historical Society, which had been operating trolleys on the Southern Iowa line at Centerville.

But the Forbes father and son, in abandoning their badly-shrunken railway, overlooked the fact that it was

Collection of John G. Williams, Jr., 6130 N. Carvel, Indianapolis, Ind. 46220

**Terre Haute, Indianapolis & Eastern interurban car No. 68, built by Cincinnati Car Co., poses when new, about 1913.**

under Interstate Commerce Commission control. As a result, reports James S. Levis, Waterloo, Ia., a Federal Grand Jury indicted them as officers of the corporation last November for having abandoned a railroad without ICC permission. Such Federal action is very rare. We recall that in about 1946, when the Atlantic City & Shore line abandoned its service from Somers Point into Ocean City, N.J., because of a burned-out trestle, the ICC did nothing about it, although passenger service had been dropped without authorization. The Forbes defendants entered pleas of innocence in court on the charge of unlawfully dismantling a railroad.

## Trolley Museum News

THE OLD trainshed of the Indianapolis Traction Terminal is now a great big Erector set, lying on the ground of the Indiana Museum at Noblesville, Ind., writes Vane A. Jones, editor and publisher of *Traction & Models* magazine, 6710 Hampton Dr., E., Indianapolis, Ind. 46226. Cost of moving the giant structure, including dismantling it on a piecemeal basis, was $47,000, which was paid largely by a fund-raising campaign. An additional $30,000 is needed to re-erect the shed at the museum location; donations are solicited.

Once the job is completed, IMOTAC plans to relay all nine tracks originally under the shed in Indianapolis. From there cars will run onto a two-mile loop around Forrest Park, when the complete project of the museum is finished. Jones adds: "For another $400,000 we hope eventually to rebuild the waiting room section—that is, the two-story section that was east of the shed. Think big!"

GLENWOOD Electric Railway, the operating trolley line of the Oregon Electric Ry. Historical Society, Inc., has been lent two pieces of equipment by the City of Portland, which had them on exhibit at Oaks Amusement Park. These are passenger car 4102 of Portland Traction (earlier city car 813) and sweeper 1455. Both are in working condition.

TORONTO Transit Commission has disposed of ten pieces of equipment in its historic collection, we learn from the *Newsletter* of Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont. The National Museum of Science and Technology in Ottawa received most of these vehicles for exhibit, including horsecar 16, sleigh 2 (a replica), two Fifth Avenue buses, and single-truck passenger car 306 with its little trailer 64.

Ontario Electric Railway Historical Assn., which hopes to have an operating electric line at its location in Rockwood, Ont., was given single-truck open bench car 327 (a replica) and Toronto's first PCC car, 4000. TTC still has two Peter Witt cars on its property, numbers 2778 and 2766, the latter being the only one still operational; their future is uncertain.

ELECTRIC operation may soon come to the Puget Sound Railway Historical Assn., now running steam trains at Snoqualmie, Wash., near Seattle. This museum has bought from Seattle City Light Co. a portable motor-generator set able to provide 600-volt power for its streetcars and interurbans. In addition to a British Columbia Electric interurban and a Portland Electric line car, the museum owns all three of the old Yakima Valley Transportation Co. Brill master unit passenger cars.

ILLINOIS Railway Museum at Union, Ill., is primarily an operator of trolleys and interurbans, although it occasionally has steam service. But late in 1968 it received a piece of equipment that many museum lines would envy: a CB&Q 1936 Budd-built, stainless-steel *Zephyr*, consisting of five articulated cars, totaling 340 feet in length, named after Greek goddesses Venus, Vesta, Minerva, Ceres, and Juno.

The train was built as the *Twin Cities Zephyr* with six cars and an engine, 9904, and was nicknamed the "Train of Goddesses." In 1937, a seventh car was added. The train made a round-trip on the Chicago-Twin Cities run each day from December, 1936, to December, 1947. It was then assigned an EMD E-5 diesel, and served the Chicago-Lincoln (Neb.) run until January, 1968. The E-5 came off in the mid-1950's, and in 1964 the seven-car consist was reduced to the present five.

## New Electric Publications

***The Shelburne Falls & Colrain Street Railway Company*, by Roger Borrup, is the first of two stories in the 1967-'68 issue of *Transportation*, published by the Connecticut Valley Chapter of NRHS, Box 232, Warehouse Point, Conn. 06088. This is a 31-page story, 8½x11", of an 8-mile trolley line that ran from 1896 until 1927 in a thriving industrial and agricultural area of northwestern Massachusetts. Considering its remote location and the fact that only a dozen trolleys were used during the line's history, the author has been uncommonly successful in recreating the past.**

**The trolley line used a concrete arch bridge, 400 feet long, over the Deerfield River at Shelburne Falls, Mass. This bridge remained after the rails had been removed, unusable but still in fine condition. The local woman's club rallied to decorate it with beds of perennial and annual flowers. Today, known as the "Bridge of Flowers," it is a historic landmark, a Mohawk Trail attraction visited by thousands of tourists each year.**

**A companion story in *Transportation* is a ten-page account of the *Green Mountain Railroad Corp.*, written by Donald S. Robinson, GMRR trainmaster. It covers the first three years of the new line that the late F. Nelson Blount created in 1965, along the abandoned Rutland rails between Bellows Falls and Rutland, Vt., with photos of diesel freight trains and steam passenger excursions.**

**The 42-page issue of *Transportation* is available from the publisher for $4 in hard cover, $3 in soft cover.**

***History of the Jacksonville Traction Company*, by William Moll, Jr., 12 pages, 6x9". This story of a Florida trolley line was issued to members of the Texas Division of the Electric Railroaders' Association as part of the Jan. '69 issue of *Short Ciruit Bulletin*, their monthly publication. It is not sold separately. Contact Texas ERA at Milam Bldg., San Antonio, Texas 78205, for annual subscriptions.**

**Written more than 30 years after the demise of the Jacksonville trolley system, this chronicle covers its history as well as its author could do after so long a period of time. Many years ago we pointed out that Southeastern U.S.—practically the whole area south of Virginia and east of New Orleans—had almost no trolley fans and its traction history was sadly neglected. It remained neglected for many years. Early in 1940 your *Transit Topics* editor drove down to the east coast in a last-ditch effort to find and photograph whatever trolley lines remained in that region. The Jacksonville line was gone then, but we found some of its cars running in Savannah, Ga.**

**To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.**

Collection of Stephen D. Maguire

**Trolley No. 7 of U.S. Quartermaster Corps arrives at one of the stations on Corregidor, P.I. Note floor-level platform, unusual for trolley car operation.**

**Brill open car at Topside station, Fort Mills, Corregidor Island, some time between the two World Wars.**
U.S. Quartermaster Corps

# MILITARY TROLLEY LINE ON CORREGIDOR

## by Stephen D. Maguire

TIME was when American trolley lines ran in areas from the East Coast to the West Coast, even in far-off Honolulu, Hawaii, and still further west, on Corregidor Island in the Philippines from 1910 until May 5, 1942, when the Japanese troops took over.

Corregidor, designated as Fort Mills, on which the U.S. Army Quartermaster Corps operated narrow-gage trolleys, is located at the entrance to Manila Bay off the west side of Luzon Island. Across the bay to the east, the busy city of Manila for many years had its own 50-mile streetcar system, controlled by American interests. That system continued to function even during World War II, although U.S. artillery shelling the Philippine capital, combined with the Japanese destruction of most of the cars, terminated it in 1945.

Shortly after the Spanish-American War, the occupying American forces realized the strategic value of Corregidor, an almost impregnable fortress controlling the entrance to Manila Harbor. Gun batteries were installed on the small island, which was self-contained to resist even blockades, but in those days the possibility of aerial bombardment was not contemplated. In 1907 Congress authorized construction of the Corregidor trolley line to provide transportation for the armed forces, besides hauling groceries and supplies. Spur tracks branching from the mainline served batteries atop the island.

The little line began operation in 1910 with six Brill-built, double-truck, open cars. It ran from the north and south docks at Barrio San Jose, called Bottomside, up the hill to batteries Ramsey and Morrison, with a junction known as Middleside. Above there, some hair-raising turns led to Topside, the heart of operations. From Topside additional spur tracks extended to batteries Wheeler, Cheney, Hearn, Smith, and Gibbs. Tracks also went around the golf course, barracks, theater, and hospital.

Two cars were operated on a 20-minute schedule over the main track from Bottomside to Topside. A single car ran on a shuttle branch line across the parade grounds. In order to equally distribute mileage, three cars were used one day and the other three the next day, the trolleys alternating every other day in service. Each had a two-man crew. No fares were charged. Most supplies for the cars—bearings, brakeshoes, wheels, etc.—were manufactured right on the post by the Army. This was done to make Corregidor independent of supplies from the homeland in case of a siege.

In 1925, the island's hilly nature played a role in a terrible accident. A trolley ran away downhill, overturning on one of the hairpin curves and killing eight passengers. This was attributed to man-failure, the motorman having failed to realize he had available emergency procedures such as reversing the motors. Many crew members were men with two-year terms of military duty, which meant that they did not have longtime experience on the job. After the accident, we are told, all cars were equipped with magnetic braking. With the completion of Malinta Tunnel in 1934, the track was extended through it to Watertower Hill, near Kindley Field. Grades here were as steep as 4 percent, on hairpin turns.

Near the end of World War II, when American troops returned to Corregidor, they found that the trolley line was gone. We have no record of whether or not it ran at all during the Japanese operation. Maybe some reader in Japan can tell us. Our thanks for much material in this story go to Ralph Forty and Felix E. Reifschneider. Felix was manager of the Manila Electric Co. trolley and bus lines in the 1930's.

# WORN-OUT MATERIAL

## by Charles X. Williams

IF YOU had been at Elton, on the C&E, as the Steam Age was ending, and looked northward through a wide window of the division superintendent's office, you would have seen an expanse of trim-looking freight yards and heard the clank of switching engines, the click of wheels rolling over joints in ninety-pound rails and the occasional bump of cars. If you had turned your attention southward from the same impressive office, you would have seen the company's great power-plant, then new, and heard the faint hum of motors reducing low-grade coal to dust.

You might have seen the superintendent, too, P. Vergil Miller, a dapper young fellow who took pride in efficiency. To him the Desert Division was—or must be made into—a well-oiled machine timed with precision. His mental picture of railroading was bounded by blueprints, cost sheets and textbook theories. His clothes were smartly tailored, his mustache closely cropped, and his blue eyes glinted.

No wonder the roly-poly master mechanic squirmed slightly as he faced Mr. Miller across a wide office table that day, a Monday in June.

The superintendent was suave but firm. "Brady," he said, "when I came here my orders were to scrap worn-out material, both machines and men. Sentiment must not interfere with progress. You will notify Engineer Jackson that he is being retired."

"But why compare Jackson with a worn-out machine?" Brady asked hotly. "You're telling me to scrap our best engineer."

"Have you seen his medical report?"

"Not the last one, but plenty of others. And what difference does it make if he has to use an electrical hearing device when he is off the engine? He hears as well as I do where there's vibration to tickle his ear drums. Do you know what happened to his ears?"

"That's immaterial. This medical report says Jackson is deaf in both ears. Retire him. He will get a pension."

Mr. Miller's well-manicured fingers dropped to a file of papers the chief clerk laid before him. Brady, simmering with indignation, jammed his oil-stained fedora atop his bald head and left the office. As he clumped angrily along the storehouse platform outside, he saw Jackson stopping his Mountain-type engine on the pit track.

The old man had just come in on the *Mail*. His six-foot frame was still lithe and agile as he climbed briskly down the gangway, then bent nearly double to inspect wedges and brake gear. He straightened and the keen gray eyes that had threaded a million miles of singing steel flicked over rods and running gear. They seemed to linger affectionately on the seven-foot drivers.

From one end of the Desert Division to the other, Jackson was known as "Sox" because of his habit of running an engine while in his stocking feet. Before he threw the lever over, he would kick off his Congress gaiters —he wouldn't pull a train with his shoes on if he could help it. Even with that peculiarity, Jackson was an artist at the throttle.

The master mechanic, hawk-faced but sympathetic, hitched up his baggy trousers with a jerk to confront Sox Jackson. Then he broke the news.

Sox took it standing up, but faltered a bit. "Well—I guess—Mary'n I will have to do with what we've got. It ain't much, not since the bottom dropped out of our C&E stocks."

"Yeah, I understand," Brady agreed. "It's a damn shame, Sox. But you know how Miller is."

"I do," the white-haired engineer said bitterly. "Trouble with some of the younger men, they ain't never been railroadin'. Now, if Miller had ever run that leaky old One-Spot on construction, or fired a spell in the desert 'stead of gettin' his knowledge out of books—" He broke off abruptly.

SOX had just one more trip to make with the *Mail*. After that, he was through. While the men were planning to give the codger a rousing send-off, Brady was again summoned to the super's office. In a belligerent mood the master mechanic obeyed.

"Have a seat," Mr. Miller purred.

Brady, who had come up to his present position from waterboy in construction days, looked with contempt at the young whipper-snapper.

*He wants to get rid of old men,* the master mechanic thought. *I guess he'll be gunning for me next.*

The super asked crisply, "Did you notify Jackson?"

"Yes," said Brady, "but I still think the C&E owes a lot to its veterans—men like Sox Jackson—"

"So that's the way you feel about it, Brady? No matter. It is merely sentiment against facts. Old men are not adaptable. Jackson scarcely made up a minute on the *Mail* last month. We are going to lose our Government contract to the Short Line if we don't speed up."

"Hell" Brady rasped. "Uncle Sam makes allowances for bad weather. We had the wettest spring in history. Soft track. Mud slides. Jackson knows how fast it is safe to run."

Mr. Miller turned to his file. "Our president, Mr. Guthrie, has asked for an estimate of the cost of rebuilding an old engine that stands behind the roundhouse. He calls her the One-Spot and he wants her to pull an old-style train as a sort of museum piece. Our car shop will furnish estimates of the cost of rebuilding three obsolete coaches into replicas of the early eighties. The old engine will pull those cars to the Bexley Centennial Exposition to be placed on exhibition along with our largest motive power, both steam and electric."

Brady listened intently.

"The small engine," Mr. Miller continued, "must be put into excellent running condition. It seems she will make several daily trips to the big resort on Mad River. Passengers will be carried at low excursion rates—if anyone wants to ride." The super's lips curled almost imperceptibly. "Evidently Mr. Guthrie considers it a good publicity stunt. He asks for engineer Jackson and a crew of grayheads to man the train."

An odd light flashed in Brady's eyes and he commented: "It'll be a costly job to rebuild the old kettle. Have you ever examined her closely?"

P. Vergil Miller glanced complacently at the modern changes he had brought about in the Elton yards, just outside his office window, as if to say: *My dear fellow, I couldn't be bothered looking at a useless old engine.*

Brady interpreted the glance rightly but was not impressed.

"If you had noticed the One-Spot," he said, "you would have seen a dozen rusty nails sticking through her boiler from end to end. The frame is twisted and broken, and plenty of other repairs are needed. But I'll get you an estimate tomorrow."

The M.M. left Mr. Miller's office in a more cheerful mood than he'd had when he entered.

WHEN Sox Jackson climbed into the gangway the next night, his fireman, Bill Morton, had not showed up. A hostler went with Sox to the depot, while a callboy raced after the delinquent fireman. Bill arrived at the engine just as Sox finished testing the air.

"Sorry, hogger," Bill apologized. "I went back to sleep after I was called. I had to run the midnight diesel goat last night and worked two hours overtime. Tried to lay off, but the foreman wouldn't let me."

Sox whistled off. His drivers rolled smoothly into the star-sprinkled night, into the sandy desert wasteland.

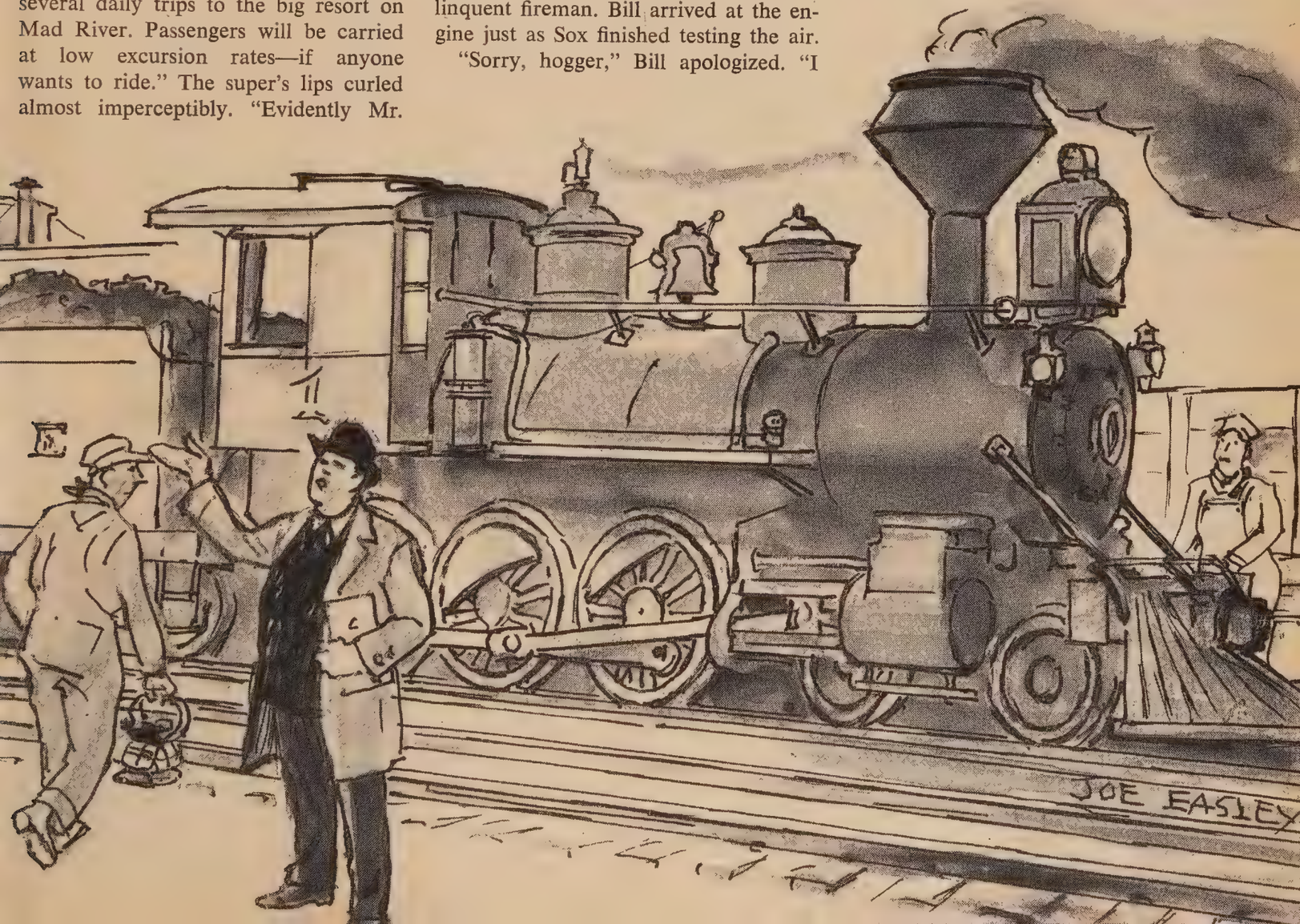
For the first thirty miles westward out of Elton the track was nearly straight so that Sox could see all the blocks himself. But he had to call across the cab several times when Bill dozed at the oil-firing controls.

After Canyon City, however, they ran into a dangerous stretch known as Bad Rock Canyon. Everything possible had been done to make this section safe. Slide fences had been built around all rock points—heavy wicker-wire fences. A falling rock or a slide hitting the fence would pull an electric contact plug in the block signal circuit and throw red blocks in both directions, stopping trains short of disaster.

"How's the block?" Jackson asked as the engine rounded a long curve.

"Clear," Bill called back.

He could see the block across the curve, but his engineer could not. Sox observed him closely. The fireman



leaned from the cab window, apparently still looking ahead—but fast asleep! Jackson couldn't know that. He watched until, by leaning far out the cab window, he could glimpse the block himself. It was red!

Sox cuffed the brake lever to emergency, snapped on the sand lever. Bill, awakened by the roar of air, now peered intently into the mouth of a near rock cut. The old runner sat still, accusingly watching him. Both men knew that death lurked around the point—if a rock slide was close.

The train was slowing, of course. Rings of fire circled every wheel from the biting brakeshoe pressure. The engine nosed into the cut. Grinding on sand, her great drivers rolled onward. Sox, in his stocking feet, calmly awaited the crash. Not so Bill Morton. With a yell the sleepy fireman, now wide awake, leaped from the gangway.

Came a slight jar, and in seconds the engine ground to a stop. Her steel pilot had pushed away one small rock that, nevertheless, had been large enough to tear through the fence and pull the plug. Jackson slipped into his shoes, got down with his torch and saw that no damage had been done. Then he returned to the cab.

The fireman, bruised and scratched, climbed rather shamefacedly up the left gangway.

JACKSON was inspecting his engine on the pit at Elton and was just about to leave to register in when the superintendent's clerk handed him a notice to appear for investigation that afternoon. He had made a full report at Malta, the far terminal.

Later, at the investigation he testified as to what had occurred. The trainmen told exactly where the emergency brakes were applied.

"Mr. Jackson didn't miss a split second after he saw the block," said the conductor; and shortly afterward the investigation was closed.

As though Jackson's near-catastrophe had forged the first link in a chain of dire events, other accidents and delays followed in quick succession.

A motor burned out, delaying the *Mail* four hours. An over-zealous young section boss lifted too much track to speed the removal of ties. An engine and the first twenty cars of a long freight raced over the rough spot safely; but the next ten cars—loaded tanks of fuel oil—piled up, caught fire, and burned for eighteen hours. The *Mail* had to return to Bexley and be detoured over the Salt Lake Line. A boxcar journal burned off in a heavy fog west of Elton, ditched a dozen cars, and tied up the railroad for thirty hours.

By this time, Bill Morton had been marked up on the engineers' extra list. He broke his mile-long freight train in four pieces in stopping for a switch. He was taking siding for the *Mail*.

In a short space of two weeks P. Vergil Miller's smug contentment was blasted by nagging worry. He began, in turn, to nag the men.

The newly promoted enginemen had lacked the judgment that only experience can give. So, when superintendent Miller called several of them up for investigation, after various delays, those men were sullen and resentful. Most of them had left the Brotherhood of Locomotive Engineers and rejoined the Firemen's brotherhood.

Had the Engineers' experienced and diplomatic grievance man represented them at the investigations and patiently explained the new problems that confronted the young runners and requested time for the men to gain experience and confidence, it is likely that the reasonable request would have been granted. But the Firemen's representative was hard-boiled. He and Mr. Miller tangled hard, and several of the men were given time off without pay.

These men went back to work after being held from service for fifteen days or longer. And they played it supersafe. They avoided using the automatic airbrake whenever possible. They shut off the throttle a mile or so out of a switch, where an older man would have made the next depot on a close meet. As a result, dispatchers put out wait orders on opposing trains which were not fulfilled, and bad delays multiplied.

"I believe I'd go a little easy on the young fellows," Oscar Brady, the master mechanic, suggested with a twinkle.

In the midst of it all, Sox Jackson strode into Brady's office one afternoon and laid some papers on the desk. The M.M. glanced at Jackson's application for his railroad pension and looked at the white-haired engineer.

"Resignation not accepted—yet—oldtimer," he smiled." I'm not promising a thing, understand; but you won't lose anything in the long run if I mislay the papers for awhile. Go home and go fishing. No, wait! Come on over to the shops. I want you to see the old kettle I'm rebuilding."

He led Sox to a construction stall in the big C&E shops.

Sure enough, the old rebuilt steamer met the keen blue eyes of Sox Jackson and he looked at her appraisingly while Brady gave him the lowdown.

"There wasn't enough left of the One-Spot's boiler to hold a rivet," the master mechanic said, "so I took the old boiler from the abandoned Rockport roundhouse. Same size, you remember, and it's in good condition. But the machinery! What a headache. Jackson, I've been combing the system's storehouses for things to use."

"I'll bet you did," Jackson grinned.

"Look here," the master mechanic went on, "I welded in some new frame pedestals. I built up the old driving axles and used some worn roller-bearing from trailers for the driving boxes. Imagine that—roller-bearings on the One-Spot! But that isn't all. The diamond stack is a sham. It just covers a straight stack. The engine truck axles were bent, you remember, and I put two sets of wheels from an old A-2 standard. They have an inch bigger journal. Jackson, that engine will run like a scared antelope, and she'll steam like a kettle on a red-hot griddle. Outside she'll look just like she used to after I dress her up. And no one but a rail will know the difference."

BUT the old man could not be cajoled into enthusiasm. He could not forget that he was now "worn-out material." And Sox did not go to the depot when the old-new train pulled out. Nor did he even visit the roundhouse for the next week or so.

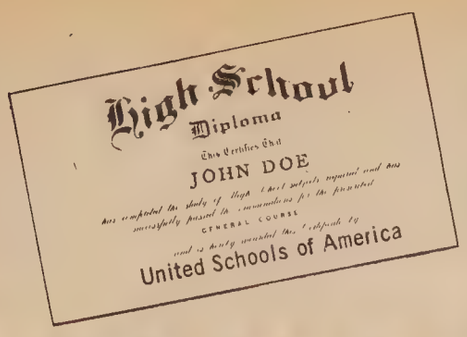
One night, ten days later, the phone rang and Jackson answered it.

"Short call," he heard the callboy's familiar shrill tones. "Get your turkey packed, Sox. You're deadheading to Bexley on Number Two to run the One-Spot. . . . No, can't give you any dope. Just got a wire from Brady . . . Yep, I reckon you'll be there 'till the job's pulled off. You'll have to step on it. Two's on time. You go to work tomorrow morning—other engineer is deadheading home on One. You'll make it, will you, Sox?"

"Sure," said the oldtimer. "Never was late for a call yet."

News travels fast in a railroad town. A veteran engineer was registering in at the roundhouse when the wire came to put Sox back to work. He spread the good word. And when Mrs. Jackson drove her husband up to the station for his train, the platform was crowded.

"My land!" she exclaimed. "What's



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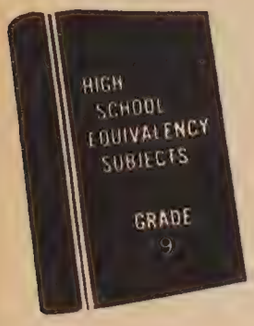


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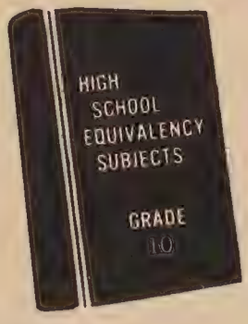


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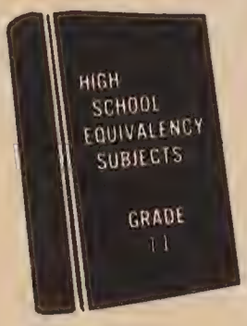


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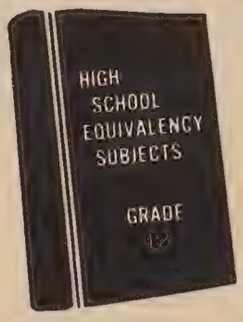


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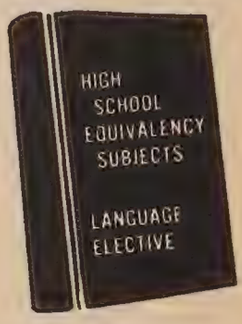


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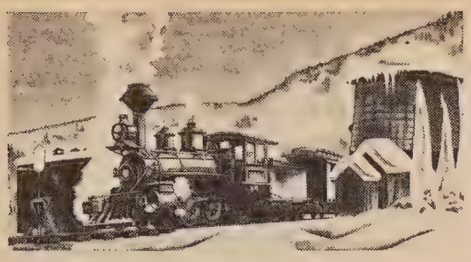

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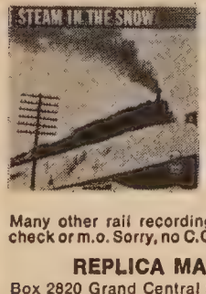


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going on? Do you suppose there's been a wreck?"

Her husband replied: "The callboy didn't say, Mary. I'll ask someone."

But Sox didn't have to ask anything. The crowd gaily surrounded them as he helped Mrs. Jackson to the platform, and the wealth of affection showered on the couple brought sudden dimness to their eyes.

On the tank of the little old engine were painted C&WC, the initials of the road she had been built for.

Every man on the dinky crew at Bexley had forty or more years of seniority. The newspapers played it up, took pictures of the train and crew, and Sox Jackson found himself a hero to every boy who wanted to be a Casey Jones. And every lad was allowed to climb the dinky gangway and ask questions to his heart's content. Those kids brought their parents. The small baggage-car was set out and two old coaches were renovated and added to the train. Mile for mile, the dinky was the division's best paying train.

P. Vergil Miller's pessimistic forecast was blasted by astonishment. But he was due for still further surprise. Worn-out material was actually bringing business to the C&E.

ONE hot afternoon after two weeks, Sox Jackson glanced up while oiling around to see an electric yard goat shoving a private car to a stub coach track across the depot platform. A tall, distinguished-looking man stood on the lower step ready to swing off. He stepped to the platform and, followed by Miller and Brady, walked up behind Sox and slapped him on the back.

The master mechanic turned aside to hide a swift grin at the look on Superintendent Miller's face. The visitor was President Guthrie of the C&E.

"Brady," Mr. Guthrie said, "have you called a man to relieve Jackson for the day?"

"Sure, Mr. Guthrie."

The president chuckled, threw an arm across Jackson's broad shoulders, and led him away toward his big private car. Suddenly he stopped as the hogger on the switch engine came up.

"The juice is off," the engineer said. "Look, the *Mail* also is stalled on the station spur."

And now men came running up. Mr. Ross, the superintendent at Bexley, was in the lead.

"This message came as the power line went dead," he gasped. "It's a coal-mine disaster at Malta!" he explained to the others as Mr. Guthrie read the message. "They want doctors and nurses. I phoned the yard to hook a coach on 27. Now the power is off."

The chief dispatcher hurried up. "Phone and telegraph wires dead."

"Do you realize what this means, gentlemen?" the big executive asked.

No one answered.

"When we built our dam and power plant at Mad River Canyon," he said, "we wired juice to the Malta collieries. If something serious has happened at the plant—Well, isn't there an available steam engine on this division?"

Mr. Guthrie turned to Sox Jackson, who was shaking his arm.

Just then a dispatcher named Crownshield burst in with: "A cloudburst washed out the power line. Somebody just phoned in. We're tied up for a week."

"No, we ain't!" cried Sox, clutching the president's arm so tightly that he must have bruised it. "We got a steam engine; we can use the One-Spot!"

SUPERINTENDENT MILLER laughed. "He wants to run the One-Spot! Why, that old scrapiron—"

"Shut up!" President Guthrie said curtly. "If there's any chance at all we must take it."

"There is a chance," said the white-haired engineer. "The One-Spot can pull a flatcar loaded with the contractor's portable electric plant. I saw that flatcar, first out, on Track 3. That'll take power to the collieries."

Mr. Guthrie was listening now, listening hard, as Sox Jackson spilled out a flow of words.

"There still some air on Number 27. It's downhill into the yard. Cut behind the motor and let the train roll back. Stop it with an extension hose. I'll hang onto one coach to carry the doctors and nurses. We can grab the flat and the first class mail-car and highball for Malta," he said quickly.

"But we can't get train orders," the super cut in. "The wires are down."

"Then," said Jackson, undismayed, "we will run on smoke orders!"

President Guthrie told the dispatcher: "Crownshield, get the dope from the trainsheet as to where the juice trains were when the power went off. We may have to saw from one track to the other on the double track. It should be safe enough. Juicers can't travel without juice."

"But you can't make the eighty miles without taking water," Mr. Miller objected. "We fill only a few tanks when we have a work train on."

But Sox had gone when Mr. Guth-

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**Peter J. Strikwerda of New York State:** "Yesterday I did a 60′ x 12′ 1-year-old trailer. I hope this is a good beginning in this area, because it was accomplished with ease and resulted in a great sense of satisfaction when I saw the trailer glistening. You can imagine the dirt, grime and film that had accumulated in one year. Now I would like to get 3 more machines."

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**Steven Schorr of Long Island, N.Y.:** "I am 15 years old and in junior high school. My dad will let me do only 10 cars on a weekend, although I could do a lot more, if I didn't have to do homework. Even so, I make about $50.00 a weekend, which will go to my college education. This summer I've lined up 2 beach clubs, and 2 of my friends to do the work for me."

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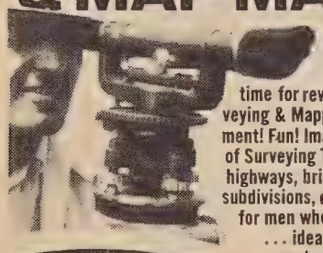

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rie gave the nod. Even as a switchman pulled the pin behind the head coach, Crownshield came racing back with the dope. Switchmen lined switches, and in less than ten minutes Sox Jackson's antique engine was coupled to the power-plant and mail-car and he had whistled out of town.

"Brady," Mr. Guthrie said as Sox whistled off, "I'm riding with Jackson. Let's go, Sox. I'll study the line-up."

The engineer widened on the stubby throttle and the motley little train rolled out onto the mainline.

"Like our old days on construction," Mr. Guthrie yelled when Sox was hitting the high spots. "If you can get to the bridge ahead of the water—Bankfull, the dispatcher said. Hope the new bridge doesn't go out."

JACKSON'S left hand dropped to the rattling reverse lever, hooked it up a notch. He eased off a nick on the throttle and the little engine settled to a steadily increasing purr. Fifty, sixty, seventy, Sox judged.

The crazy old engine took a long curve with a dizzy swoop. She speared into a cut. She shot from the cut and out onto the bank of Mad River.

Water licked the ends of the ties! Mere seconds passed and water crept over the rails. Logs, trees, and debris rolled, churned, and shot upward from the raging river current. The muffled roar of great boulders clattering over Mad River's rocky bed drowned the clatter of the train. The shovel-like pilot scooped water now.

"The bridge is still there!" President Guthrie yelled. "Let 'er ramble"

And ramble they did! The One-Spot weaved and trembled when she hit the bridge. The spans had partly dammed the mass of debris, and were bent out of line by the pressure. But even as they raced onto the western approach, the water was falling. Sox was racing and rolling around the newly elevated curves that the big juicers scarcely slowed down for. He held her that way until the mileboard at Northport shot past.

"Not too bad, Bill," Mr. Guthrie understated when Jackson stopped for the crossover, "you made the twenty miles in seventeen minutes."

"Yeah," Sox answered. "I had to cross that bridge fast. I was scared."

Guthrie grinned understandingly.

"How the hell did you get here?" a goggle-eyed operator yelled when Jackson stopped at the depot.

"With an old junk-pile," Sox grinned. "Is the line open?"

"No, it's not open now."

"Tell 'em we're coming if the line does open," Mr. Guthrie called as hollow exhausts coughed from the sham diamond stack.

They ran past a stalled freight train two miles further west, and the astonished train crew gave outlandish highballs as they saw the portable power-plant and the white-capped nurses through the small coach windows. Evidently the crew had heard of the disaster before the wires failed.

At Sedan, again came the startled: "How'd you get here?"

"Line open west?" Mr. Guthrie countered.

"Yes, but—"

"Get Malta on the phone while we're taking water. Tell the dispatcher to close the line for everything."

"Line's clear now," the operator told them, "A freight had started up Bartons hill, but when the juice went off they let it roll back into the passing track at Kilroy."

Jackson had pulled ahead to an eddy in Silver Creek, and Superintendent Miller got his first lesson in primitive water supply on the Desert Division. Sox climbed to the tank top. He heaved an eight-foot pipe over the side. Brady, the master mechanic, ran over the tank to a fitting on the steam dome. Mr. Guthrie stuck the pipe into the clear water. The fireman held the larger hose in the tank water hole. Brady turned on the steam. Warm syphoned water gushed into the tank. In ten minutes the tank was full.

"Lucky you mentioned making a syphon, Sox," the M.M. remarked as they coiled the hose on the tank top. "I'd never have thought of it."

With regular running orders now, Jackson fed steam to the small cylinders with a masterly touch. Electricians awaited them at Malta, and Brady had the diesel plant warmed up and running when they stopped there. Men had wires connected by the time Sox set the car out on the house track.

Fans and motors whirred in the power-house. Mine men in gas masks entered the hoist cages. The casualties were few, because most of the miners had blocked off a side shaft and were safe, but all were gasping for air when help reached them.

Thus ended Sox Jackson's run with an old rebuilt teakettle—a run that became a saga on the C&E. For one thing, it taught Mr. Miller a lesson.

"Efficiency is a lot of bunk," he finally said. "There's no telling what you can do with worn-out material." ●

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**Butte, Anaconda & Pacific electric locos 45 (built 1916) and 61 (built 1913).**
Photo by B.F. Cutler, from Rail Photo Service

# SHORTLINES OF MONTANA

***Locomotive roster compiled by Sy Reich***

| Road Numbers | HP | Builder | Builder's Model | Wheel Arrangement | Tractive Effort | Weight | Date |
|---|---|---|---|---|---|---|---|
| | | | **Butte, Anaconda & Pacific Railway** | | | | |
| 39-41 | ? | Alco-GE | electric | B-B | 48,000 | 160,000 | 1917 |
| 42-44 | ? | Alco-GE | electric | B-B | 48,000 | 160,000 | 1916 |
| 45 | ? | Alco-GE | electric | B-B | 48,000 | 160,000 | 1916 |
| 46-49 | ? | Alco-GE | electric | B-B | 48,000 | 160,000 | 1914-5 |
| 50-66 | ? | Alco-GE | electric | B-B | 48,000 | 160,000 | 1913 |
| 101-102 | 1500 | GM-EMD | GP7 | B-B | 59,550 | 241,959 | 1952 |
| 103 | 1500 | GM-EMD | GP7 | B-B | 59,130 | 240,250 | 1953 |
| 104-107 | 1750 | GM-EMD | GP9 | B-B | 63,140 | 256,290 | 1957 |
| 201-202 | 420 | GE | electric | B-B | 66,000 | 264,000 | 1957 |
| T-1 - T-3 | ? | Alco-GE | elec. tractor | B | ? | ? | 1914-5 |
| | | | **Montana Western Railway** | | | | |
| 100 | 470 | BLH | S-4470 | B-B | 40,000 | 160,000 | 1955 |

**White Sulphur Springs & Yellowstone Park Ry. (owns no locomotives)**

# Shortlines of New Hampshire

***Locomotive Roster Compiled by Sy Reich***

| Railroad Class | Road Numbers | HP | Builder | Bldr's Model | Wheel Arngt. | Tractive Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Central Vermont Railway** | | | | | |
| GR-12c | 1500,1502 | 1200 | GM-EMD | SW1200 | B-B | 36,000 | 248,380 | 1955 | 1, 2 |
| MR-18a | 3609-3614 | 1800 | Alco Pr. | RS-11 | B-B | 53,000 | 226,790 | 1956 | 2, 3 |
| MRG-16c | 3900-3901 | 1600 | Alco | RS-3 | B-B | 46,000 | 249,270 | 1954 | 2, 4 |
| GR-17j | 4547-4557 | 1750 | GM-EMD | GP9 | B-B | 44,000 | 244,940 | 1957 | 2, 5 |
| GRG-17k | 4923-4927 | 1750 | GM-EMD | GP9 | B-B | 44,000 | 251,540 | 1957 | 2 |
| GRG-17s | 4928-4929 | 1750 | GM-EMD | GP9 | B-B | 44,000 | 251,080 | 1957 | 2 |
| MS-10d | 8027 | 1000 | Alco-GE | S4 | B-B | 34,000 | 229,700 | 1953 | 2 |
| MS-10j | 8080-8081 | 1000 | Alco | S4 | B-B | 34,000 | 232,190 | 1955 | 2 |
| MS-10a | 8093-8095 | 1000 | Alco-GE | S2 | B-B | 34,000 | 230,000 | 1941 | 2, 6 |
| MS-10b | 8162 | 1000 | Alco-GE | S4 | B-B | 34,000 | 229,700 | 1951 | 2, 7 |
| | | | | **Claremont & Concord Railway** | | | | | |
| —— | 9 | 600 | GE | 70-ton | B-B | 35,000 | 140,000 | 1949 | 8 |
| —— | 11 | 600 | GE | 70-ton | B-B | 35,000 | 140,000 | 1946 | 13 |
| —— | 12 | 600 | GE | 70-ton | B-B | 35,000 | 140,000 | 1948 | 14 |
| —— | 13 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1940 | 15 |
| —— | 15 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1943 | 16 |
| —— | 17 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1951 | 9 |
| —— | 18 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1940 | 10 |
| —— | 31 | 380 | GE | 44-ton | B-B | 26,400 | 89,000 | 1948 | 11 |
| | | | | **Springfield Terminal Railway** | | | | | |
| —— | 1 | 400 | GE | 44-ton | B-B | 26,400 | 88,000 | 1942 | 12 |

## New Hampshire Shortlines

These rosters are based on data from M&B's vice president-Operations, C&C's vice president-Operations, CV's supt. equipment, and Raymond International's director of purchases, and are accurate as of December, 1968. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length of less than 400 miles. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco Pr.; Alco Products; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.; GE, General Electric Co.

(1) CV 1500, 1502 were originally Grand Trunk Western 1505, 1507; then GTW 1200, 1202 (1956); then GTW 1500, 1502 (1957); then CV 1500, 1502 (1963).

(2) All CV locomotives are leased from Canadian National except 8093-8095, leased from GTW.

(3) CV 3609-3614 were originally Duluth, Winnipeg & Pacific 3609-3614; then CV 3609-3614 (1967); then DW&P 3609-3614 (1968).

(4) CV 3900-3901 were originally CV 1859-1860; then CV 3900-3901 (4/1/57); then CN 3900-3901 (1/2/58).

(5) CV 4552-4557 were transferred to GTW, renumbered GTW 4552-4557 (1965).

(6) CV 8093 was originally GTW 7917; then CV 7917 (10/48); then CV 8093 (4/1/57); then GTW 8093 (1967). CV 8094-8095 were originally CV 7918-7919; then CV 8094-8095 (4/1/57). CV 8094-8095 were transferred to GTW, renumbered GTW 8094-8095 (1967, '68).

(7) CV 8162 was originally CV 8015; then CV 8162 (4/1/57).

(8) C&C 9 was originally Sanford & Eastern 9; then C&C 9; will soon be sold to Montpelier & Barre.

(9) C&C 17 was originally Suncook Valley 3; then S&E 18; then Greenville & Northern 78; then C&C 17.

(14) C&C 18 was originally Boston & Maine 112; then Hoosac Tunnel & Wilmington 18; then C&C 18.

(11) C&C 31 was originally Delaware, Lackawanna & Western 52; then Erie Lackawanna 52; then C&C 31.

(12) ST 1 was originally San Francisco & Napa Valley 40; then Sacramento Northern 40; then SN 141; then rebuilt by GE (10/56); then ST 1.

(13) C&C 11 was originally Saratoga & Schuyler 11, then C&C 11, then M&B 23; then HT&W 23. South Brooklyn 13 (1961); then New York City Transit Authority 20009; then SBK 13 (1966).

(14) C&C 12 was originally Grafton & Upton 12; then C&C 12 (7/54); then SBK 12 (11/60); then NYCTA 20008 (1966); then SBK 12.

(15) C&C 13 was originally B&M 113; then C&C 13; then Raymond International (4401-4404 series); then A.G. Robur?.

(16) C&C 15 was originally Denver & Rio Grande Western 43; then HT&W 15; then S&S 15; then C&C 15; then Raymond International (4401-4404 series); then A.G. Robur?. ●

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A324 Lavender-Plum A325 Gold-Rust
A326 Light Blue-Royal Blue

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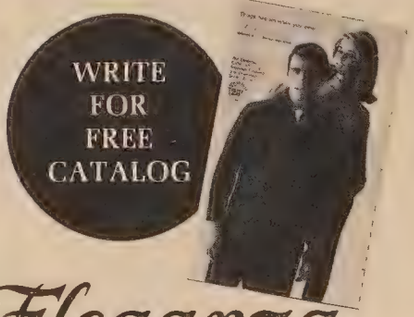


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# HOBBY CLUB

**conducted by Sy Reich**

MORE plans are announced for events connected with the Golden Spike Centennial Celebration on May 10th. Special trains will be run from California to Ogden, with bus connections to the ceremony at Promontory (see *Coming Events,* page 63). Southern California Chapter of Railway & Locomotive Historical Society has asked Southern Pacific to operate the only SP steam loco remaining, 4-10-2 No. 5021, as part of the Centennial activities. The group has offered to incur all recoverable expenses necessary to qualify the engine under governmental regulations, and is willing to underwrite costs of fuel and provision for tools, spare parts, etc. Here is a rare example of a hobby group willing to "put its money where its mouth is". Chapter director Tom E. Braunger asks that all who share his group's view that operation of 5021 would contribute significantly to the educational aspect of the Centennial write letters to that effect to SP Chairman J. D. Russell, 65 Market St., San Francisco, Calif. 94105.

Union Pacific is planning to have an exhibition train tour its lines, with former Virginia & Truckee locos 18 and 22 mounted on flat cars to represent UP No. 119 and Central Pacific No. 60, the two engines which touched pilots at Promontory a century ago. Some former V&T cars will represent rolling-stock of the 1860's. Meanwhile, two other former V&T locos will portray the UP 119 and the CP 60 at the ceremony on the now-famous site where the rails from east and west met in 1869: respectively, No. 11, now owned by Warner Bros., and No. 12, now owned by R&LHS. Various displays will be on exhibit during the celebration period. California Historical Society will mark the occasion with a banquet in the Palace Hotel, San Francisco, on May 6th, and a railroad-theme parade will be held in Sacramento on May 8th.

A fitting souvenir of the commemoration is a gilded old-time railroad spike mounted on a wooden plaque having a brief history of the event printed on the back. Price is $3.75 post paid from Westrails Products, Box 192, Hawthorne, Calif. 90250.

**Golden Spike souvenir (see above).**

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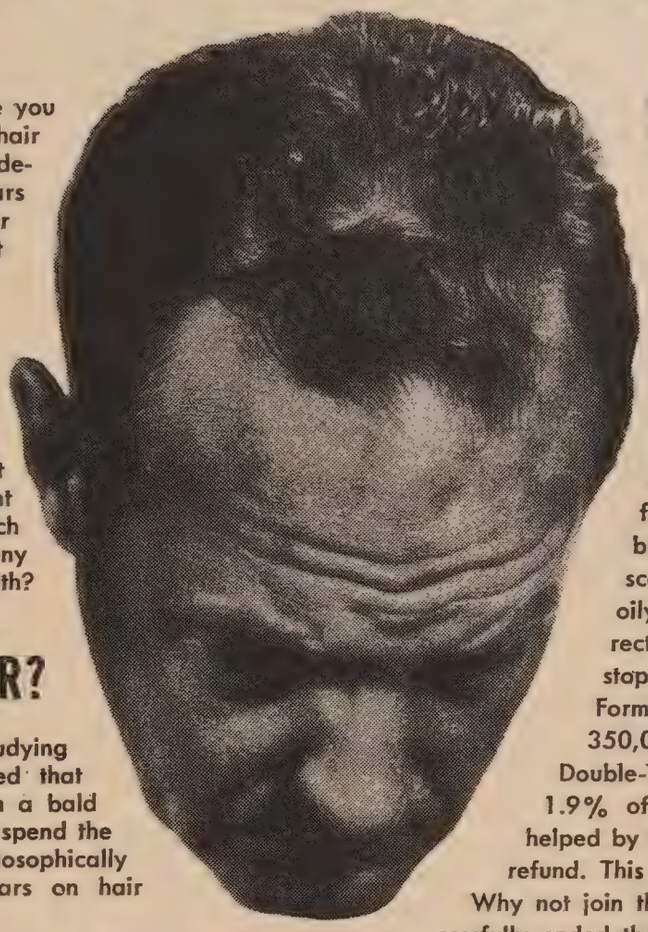
Stand in front of a mirror, take a long hard look at the top of your head. What have you to show for the money you spent on hair restorers? Do you have as much hair as one year ago? Do you see any signs of new hair, or new hair growth? Why the failure?



## CAN YOU GROW HAIR?

Doctors who have spent a lifetime studying hair and hair growth have concluded that nothing now known can grow hair on a bald head. So, if you are bald, prepare to spend the rest of your life that way. Accept it philosophically and quit spending hard-earned dollars on hair growers.

If you can't grow hair — what can you do? Can you stop excessive hair loss? Can you save the hair you now have? Please read every word in the rest of this statement carefully. It may mean a big difference to you — the difference between saving your hair and losing it.

Itchy scalp, hair loss, dandruff, very dry or oily scalp, are symptoms of the scalp disease called seborrhea. These scalp symptoms are often warnings of approaching baldness. Not every case of seborrhea results in baldness, but doctors now know that men and women who have this scalp disease usually lose their hair.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebaceous glands and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is "thinning" hair and baldness.

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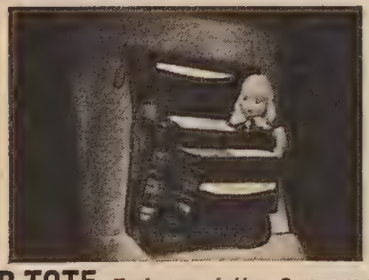

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A scholarly article on the history and effects of different railroad gauges in the U.S.A. and elsewhere, by Dr. William R. Siddall, appeared in *The Geographical Review* for January. Reprints of the article, entitled "Railroad Gauges and Spatial Interaction", are available for 50¢ each from the American Geographical Society, Broadway at 156th St., New York, N.Y. 10032.

Most collectors of railroadiana don't have facilities for public display of their accumulated items, but a few have managed to set up exhibits, such as Wayne Reedy, 1228 Congress, Middletown, Ind., who invites visitors to his museum of railroad badges, buttons, utensils, playing-cards, etc.

"One of the most interesting railroad hobbies is picture-postcard collecting," writes Richard F. Palmer, Box 44, Utica, N.Y. 13503. "In the past year, I have collected more than 200 different views of various railroad scenes, and am especially interested in those of upstate New York railroad locations. Has anyone ever thought of publishing a book on railroad postcards?"

We have long known that old postcards are a prolific source of views of most areas and subjects, dating as far back as the 1890's. More and more hobbyists and dealers seem to be trading postcards nowadays, an excellent and inexpensive way to preserve the image of railroads as they are and used to be.

Three sets of picture postcards made from 19th Century drawings of trains and locomotives, not previously offered commercially, have just been published by Hobbyville, 87 Nassau St., New York, N.Y. 10038. Set A, 19 historic trains, $1.85; Set B, 11 New York City area train views, $1; Set C, 11 loco builders' advertisements, $1.

*Railway Scene*, published in English six times a year, deals with current operations in Europe, including steam, diesel, and electric. The 20-page, 5½x8" issues are nicely printed by offset, with good photo reproduction. One-year subscription costs $2.50 (by air mail, $3.25) from Frank Stenvall, Kopenhamnsvagen 47A, 21771 Malmo, Sweden. Also available for $1.20 (by air mail, $1.50) is *Pictures from the Railways of Sweden*, a 40-page book of 72 photos with captions in English and Swedish.

"I am attempting to form a railroad hobby club for railfans in the Grand Rapids and western Michigan area," writes Russ Reveal, 1222 Eastlawn Rd. S.E., Grand Rapids, Mich. 49506. He'll send details on request.

Commenting on our Missouri Shortlines roster (February issue), J. B. Rucker says that Kansas, Oklahoma & Gulf no longer operates in Missouri. KO&G 570, 571 are GP-28, not GP-18.

Also, Mont Switzer and Tony Koester tell us that the numbers of Monon DL-628's were 400-408, not 401-409. Note 10 should read: 400-408 were traded in to Alco Products on 501-518. They are now leased by Alco to Lehigh Valley, renumbered 633-641.

Bassett-Lowke, the famous British makers of fine live steam model trains in various sizes from 0 gauge up, has just published an illustrated 136 page book (11½x8", soft covers) which will appeal to rail hobbyists as well as model railroaders. In addition to showing their new line, the book offers parts for building live steam locos. It has illustrations of British model trains of the past, and contains a large section of reproduced pages from old Bassett-Lowke catalogues, showing popular railroad models from 1902 to 1963. Price in U.S.A. is $4 from Bassett-Lowke (Rlys.) Ltd., 59 Cadogan St., London, S.W. 3, England.

A 75th Anniversary history of Reading Terminal, Philadelphia, which we mentioned recently, was featured in Bulletin No. 6, Vol. 33, of the National Railway Historical Society. It includes many illustrations, with a centre-spread of the building as it originally appeared. The same issue contains an illustrated history of Sperry Rail Service and the famous detector cars used over the years. Copies of this and certain other back issues are available for $1 each or 6 for $5 (for members, 50¢ each), minimum order 2 copies, from Willard H. Hart, 111 Marlboro Rd., Upper Darby, Pa. 19082.

We often get photos with no information, not even the photographer's name, on the backs. Sometimes a letter accompanies such pictures; often it doesn't supply enough detail. But such letters may easily get separated from

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the pictures during preparation of an issue, and then we can neither use the photos nor return them.

## Along the Steam Trail

The proposed visit of the British *Flying Scotsman* steam loco and train to the U.S.A. had to be postponed because of the recent longshoremen's strike here, we learn from J. N. Slater, assistant editor of *Railway Magazine*, London. The tour, which was scheduled for May and June, has been delayed until Oct. 1st-Nov. 7th, inclusive. Plans are to ship the train to Boston and exhibit it there and subsequently at Hartford (Ct.), New York City, Philadelphia, Baltimore, Charlotte (N.C.), Atlanta, Birmingham (Ala.), Dallas, and Houston, with some short intermediate stops.

In conjunction with this tour, during which the coaches will be fitted with displays of British manufactured goods for commercial promotion, replicas of the *Flying Scotsman's* curved name plate in reduced size are now being offered by Railway Replicas, 78 Clifford Rd., New Barnet, Herts., England. Beautifully made of solid cast brass, with red enamel background, highly polished and lacquered, each one is 14" long and weighs 1½ lb., a fine souvenir. Price is $9 plus $2 postage and packing, payable by International Money Order (obtainable at your post office), plus about $1.25 customs duty, payable on delivery.

The last four 3-foot-gauge steam locos of the Unidos de Yucatan have been sold to the new Florida Disneyland, and will be shipped there by rail, reports Gerald M. Best, 511 N. Sierra Dr., Beverly Hills, Calif. All 4 are pictured in Best's latest book, *Mexican Narrow Gauge*, which we reviewed last month. They are: No. 66, a 4-4-0 (Baldwin, 1916); 274 and 275, 4-6-0's (Baldwin, 1925); and 260, a 2-6-0 (Baldwin, 1928). All will be rebuilt to run on the "Disney World" line when it opens in Florida in the early 1970's.

Also bought by the Disney interests is UdeY No. 52, a 2-6-0 (Alco-Pittsburgh, 1902), which had been displayed for years in front of Merida depot. Many of her parts are interchangeable with those of the other 4 locos. This ends steam on the UdeY slim-gauge. Two standard-gauge steamers were still switching at Merida at last report, but their days are numbered.

"Your December cover shows Rockton & Rion steam loco No. 19, which was recently purchased by myself and L. B. Adams as a museum-piece for Greenwood," writes Charles H. Herndon, Jr., Box 820, Greenwood, S.C.

Narrow-gage steam railroading was resumed last summer, and is expected to operate again this year, on the West Side & Cherry Valley Ry., operating on trackage leased from the Pickering Lumber Co. at Tuolumne, Calif. Three-truck Shay No. 13, two 30-passenger cars, and a caboose provide excursions over 2½ miles of track. Plans are to extend the line for a 24-mile round trip along the Tuolumne River gorge. A railroad-logging museum is being established as one of the attractions.

A two-foot-gage steam line is being laid at Eagle Park historical exhibit, Cache, Okla., and it is hoped to have its 0-4-0 Henschel loco under steam by early summer, reports Herbert Woesner, Jr. Six former U.S. Army ordnance flat cars are being converted for excursion service, and will operate from the original St. Louis-San Francisco RR. depot at Cache. A Dallas

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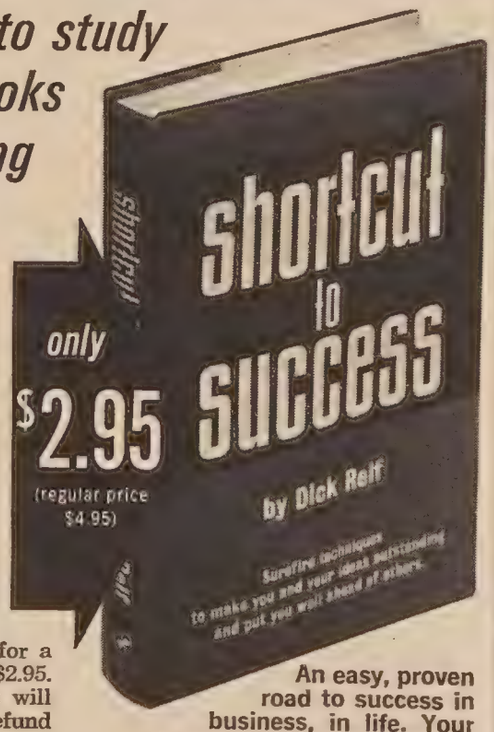
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streetcar, a FW&D caboose, and other items make up the line's display of railroadiana.

This outfit seeks a 2-foot-gage Plymouth or similar gasolene or diesel loco and some bolster trucks for additional service.

Failure of a lubricator and resultant scoring of a journal has crippled former Reading 4-8-4 No. 2102, now owned by Steam Tours, of Akron, Ohio. This group spent about $50,000 in purchasing, moving, and refurbishing the engine, only to be frustrated by the reluctance of railroads in the Akron area to allow it to operate for fantrips. Finally, some operation was permitted, but discovery of the defective journal caused cancellation of scheduled inaugural fantrips in February, dashing the dreams of William Benson and the others who organized Steam Tours and raised the money in the hope of a successful program of mainline steam trips. We learn from Theodore Foster II, John B. Corns, and others, that it may cost about $6,000 to repair the damage but that no such sum is available. "We'll work on it when we can," said Benson, "It's certainly worth saving. We're open to suggestions." Those interested in helping may write to him, c/o Bache & Co., 143 S. Main St., Akron, Ohio 44303.

Breakdown of a boiler at International Paper Co. plant at Whippany, N.J., last November, didn't delay production very long. Nearby Morris County Central RR., the steam tourist operation on the Morristown & Erie, fired up two of its oil-burning steam locos, former Southern 2-8-0 No. 385 and former Virginia Blue Ridge 0-6-0 No. 4039, and in a few hours had moved them to the plant, where steam lines were connected. For three days the pair enabled plant operation to continue around the clock. Then, a new boiler having been put in service by the plant, the locos steamed homeward for their regular weekend excursion runs out of Whippany. MCC 1969 schedule calls for trips at 1:30, 3, and 4:30 p.m. Saturdays, Sundays, and holidays through Nov. 2nd, with an additional Sunday trip at 5 p.m. in July and August.

"The Morris County Central has acquired an extensive inventory of staybolts," reports President Earl Gil, MCC Business Office, 80 Richard St., Parsippany, N.J. 07054, "many of which we do not require for our own engines. We are also equipped to make stick grease and moulded axle grease blocks." Operators of other steam locos may be able to solve some of their repair and maintenance problems through communication with the MCC.

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Oscar Silcox has earned $100 a day operating from his own office at home. John Parzynski, a plant guard, took the course and has made as much as $38 a day, plus expenses, in his spare time. Bill Peck made $6500 in just 2½ months investigating hurricane damage. Bob Pritchard reports that companies in his area are offering qualified men staff jobs beginning at $8000 a year, plus car and expenses. You will read more about these happy men and their new careers in the material we send you.

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# BOOKS OF THE RAILS

**THE LONG ISLAND RAIL ROAD: *A Comprehensive History*, Part IV, by Vincent F. Seyfried; 211 pages, 6x9", hard covers, illustrated. Published by the author, sold by F.E. Reifschneider, Box 88, Fairton, N.J. 08320; $7.50.**

Continuing has scholarly and detailed, yet highly readable, history of the LIRR, Seyfried now offers the fourth volume in the series, this one dealing with those railroads in Brooklyn which began as individual companies and came under LIRR aegis. Certain routes later became part of the Brooklyn Rapid Transit elevated (and later BMT subway) system; others remained under LIRR control. Thus, this volume will appeal to students of New York City rapid transit as well as to LIRR buffs. Such lines as the New York, Bay Ridge & Jamaica, the Kings County Central, the Prospect Park & Coney Island, the New York & Manhattan Beach, etc., here receive their due treatment. The material is well organised, consistent with the three previous volumes, and nicely printed. We wish the photo captions were more detailed. Appendices are provided, giving rosters of locos and cars and lists of stations on the various lines treated.

**BRADSHAW'S APRIL 1910 RAILWAY GUIDE, 1968 reprint distributed in U.S.A. by Augustus M. Kelley, Publishers; 1,190 pages plus fold-out map, 5½x8½", hard covers, $15.**

*Bradshaw's* has long been the British equivalent of our *Official Guide*, and old-time copies of both are eagerly sought by students and collectors of railroad memorabilia. Those interested in British railway service in the early part of this century are sure to revel in the thousand and more pages of timetables and advertisements now brought to light again by photo-offset. Reproduction is excellent.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 E. 42nd St., New York, N.Y., 10017.

## He Didn't Quite Reach the Century Mark

**William F. Knapke, author of *The Railroad Caboose*; ex-boomer, retired Southern Pacific conductor, and for 35 years a contributor to *Railroad Magazine*, died Feb. 24th in Tucson, Ariz., cheerful to the end. If he had lived until July 17th he would have been 100 years old. His last request was to be cremated and for SP engineer Richard Murdock to scatter his ashes by the Palm Springs, California, siding, a spot rich with memories of his early railroad career. Many of us will miss him. The world seems smaller because Bill Knapke is gone.**

MAIL CAR (Continued from page 10)

earnings exceeded $90 million, 27 percent above its 1967 figure, but the company reported a loss of nearly $3 million on its rail operations. PC owns considerable real estate. Its 25 percent interest in the new Madison Square Garden Center and its 55 percent share of a huge adjacent office building, Two Pennsylvania Plaza, both in New York City, have been acquired by another corporation, in which PC owns a thick slice of stock. It would be naive to think of Penn Central as merely a railroad company.

Incidentally, PC has a retraining program for railroad employes in Philadelphia and Newark such as baggage or mail handlers, stevedores on piers, etc., mostly Negroes, whose jobs have been abolished. These men are being trained for jobs as yard clerks, with better pay, in a 12-week course during which they are paid.

The feasibility of building a new standard-gage railroad from Gallup, N.M., to Grand Junction, Colo., and Moab, Utah, is being considered by the Four Corners Regional Commission. Plans depend upon whether or not the ICC grants the Denver, Rio Grande & Western permission to abandon its narrow-gage line between Farmington and Alamosa, Colorado.

Chicago & North Western has been given a pat on the back by Chicago sanitation officials for fighting industrial water pollution. Its facility at Proviso, Illinois, collects oil wastes and ground water from the shop and puts them through cleansing tanks.

Guatemala's government has taken over the International Railways of Central America, which U.S. fruit-growers own, claiming that IRCA has not fulfilled its charter terms.

Georgia Northern will buy a 21-mile section of the Georgia & Florida between Sparks and Moultire, Ga., for $217,837. The purchase carries trackage rights over the Seaboard Coast Line at Moultrie.

Ford Motor Co. is still actively interested in the auto-train project for carrying motorists and their automobiles. Foster L. Weldon, director of Ford's transportation research and planning office, tells us that his company has redesigned the hardware to make it economically competitive.

The Denver, Rio Grande & Western has been authorized to buy Northwestern Terminal Railroad, in Denver, which has less than 10 miles of track. ●

OVERSEAS. Nearly 20,000 visitors recently observed the 125th anniversary of the founding of the Swindon Locomotive Works in England and the centenary of the carriage and wagon (railroad car) shops. The first fully Swindon-designed engine, the *Great Western*, was built in 1846.

Oahu Railway & Land Co. in Hawaii, reports Fred A. Stindt, still operates two miles of track for pineapple traffic between docks of the Dole and the Libby plants and has on its roster GE diesels 15 and 19, Plymouth diesel 45.

Closing of Suez Canal has led to a speed-up of work on the new Asiatic railway linking Turkey, Iran, and Pakistan, scheduled to open late this year.

A new, faster *Mistral* luxury train, on the French National Railroads, making top speed of 100 miles per hour, links Paris with Nice (675 miles) in 9 hours—previous time, 10 hours.

Israel's railway system is introducing the showing of movies on some trains, the charge for viewing being one Israeli pound (29¢) per passenger, reports railfan Hans Kohut, P.O. Box 1004, Givatayim, Israel. "I am much concerned over the decline in U.S. rail passenger business," he adds, "and shocked by the killing of many famous trains."

Italy's state planning board has approved a project for a new railroad line that will cut the Rome-Florence run from more than three hours to 90 minutes. The line is designed for speeds up to 150 mph. and will reduce the distance between the two cities from 195 miles to 161. ●

LONGEST train order in a collection of about 400 flimsies owned by J. S. Reid, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, was issued in 1967 by the Canadian National at Kamloops, B.C., to trains originating at Port Mann, and states:

**Effective seventeen hundred 1700 Thursday Dec. 21st. Circuit controlling the indications of eastward block signals at siding east switch Boston Bar modified and instructions posted at the signal revised as follows:**

**To clear dwarf signal for leaving siding pull button No. one 1. If eastward block signal twelve 12 at siding west switch has been cleared or if an eastward movement is approaching or has stopped on main track between siding switches and train in siding desires to proceed pull button No. one 1 and after three mins 3 interval dwarf signal will clear. If train in siding is unable to proceed pull button No. two 2 to restore route for main track movement. Keep box locked.** ●

MOST exciting incident in the 48-year Canadian National career of engineer W. J. Peachy of Montreal, now retired, happened in a heavy fog early one winter morning when his steam passenger train was standing at Cornwall, Ont., station. As he tells it:

"My fireman and I were doing some minor repairs when a flagman told me that his freight train, which was ahead,


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was to back into the passing track. The flagman was of the opinion that his crew had changed their mind and continued on, because he could not see his freight train in the fog. So he lined the switch back for the main line and said it was OK to go and he'd ride with us until we overtook his train.

"As I was climbing on my engine, I heard a train coming. I tried to rush to release the engine brakes, but couldn't. The freight backed into us with such force that it threw me off the ladder into a snowbank. I was not injured, but damage to the train was great; many passengers were hurt." ●

COMMENTS on Norman Emott's story of the Nelson street railway in our March issue came from Doug Cummings, 529 W. 63rd Ave., Vancouver 14, B.C., Canada: "In its early years the company had a fourth car, and in 1902 it sold one car to the British Columbia Electric Ry. Another followed in 1905, and a single-truck car was purchased from BCE, bringing the Nelson fleet to three cars. The sweeper was bought more by accident than intent: it had been ordered by, and was delivered to, BCE in 1910. Apparently someone had forgotten the BCE was a left-handed operation, so the sweeper was useless. After sitting idle for some time, it was sold to Nelson, and BCE acquired a new, left-handed sweeper. Right-handed BCE operation began Jan. 1, 1922." ●

## Pen Pals Wanted

P.F.C. Michael D. Cramer, U.S. 56835600 D Co. 3rt. of the 12th 4th Inf Div. Docto, APO, San Francisco, Calif. 96265.

Kathy McFarlen (15), 700 Second Avenue, N.E., Minot, N.D. 58701.

Virgil W. Price (31), railroad employe, 2708 Freeman, Kansas City, Kan. 66102.

Mr. D. Aldam (23), 32 Cromwell Drive, Sprotborough Rd., Doncaster, Yorkshire, England, wants pen pal interested in railways.

Skip Kitchen (16), 20421 Lake Rd., Rocky River, Ohio 44116, wants pen pal interested in switch keys, locks, lanterns.

Milton H. Obrock, Jr. (25), 42 Auburndale Dr., St. Louis, Mo. 63141, wants letters from railfans, both sexes.

Paul Willis, Woodcrest, Rifton, N.Y. 12471, wants to hear from those interested in trolley museums, models.

Sandra Waples, 4517 Fontenelle Blvd., Omaha, Neb. 68111, trades postcards.

Janice Callaway (15), 108 Rolling Trail, Amarillo, Tex. 79108.

Richard Frey (15), 4400 Kutztown Road, Temple, Pa. 19560.

Linda Dagun (17), Do. Apas, Camp Lapulapu, Lahug, Cebu City, Philippines.

Evelyn Haire (17) and Paula Haire (15), 112 S. 7th St., Herrington, Kan. 67449.

Irene Smolenska (44), U1. Przemyslowa 18 m.5, Lodz, Poland.

Carol Easter (21), Box 26, Manns Choice, Pa. 15550.

Willeen Langston (56), 680 15th St., Batesville, Ark. 72501.

Heni Rea Campbell (21), RR 4, Tazewell, Tenn. 37879.

Jane Ellison (16), 739 Cedar St., Scottsburg, Ind. 47170.

Fanchun Williams (15), 5200 W. 37th, Amarillo, Texas 79108.

Mrs. Carl E. Ely, 220 Taft Ave., Carney's Point, N. J. 08069.

Martha Rose Rhine, Farmersville, Ill. 62533.

Henryetta Merriweather, 1527 Cleveland, East St. Louis, Ill.

Arwona Maynard (48), Job, Ky. 41225.

Rudolph S. Diblik (65), P.O. Box 392, Elmhurst, Ill. 60126.

Ron McCallister (20), 338 Ohio St., St. Louis, Mo. 63118.

Corazon Villagongalo (18) and sister Juliet (15), Bo. Apas, Camp Lapulapu, Lahug, Cebu City, Philippines.

Floyd I. Goodwin (65), 443 W. Pine, Shelley, Idaho 83274.

Steve Warnick (15) and brother Gary (14), Box 146, Polk, Neb. 68654.

Brendan Webb (15) and sister, Trudie (14), 3867 Welland Ave., Los Angeles, Calif. 90008.

Becky Davis (62), 2801 C. Ave., New Castle, Ind. 47362.

Jo Delaney (16), 814 E. Market St., Iowa City, Iowa 52240.

Walt Kelly (38), P.O. Box 15049, St. Louis, Mo. 63110.

Sherry Lynn McCallister, 338 Ohio St., St. Louis, Mo. 63118.

Marilyn Howard (18), 443 W. Pine, Shelley, Idaho 83274.

Clell Jones (25), RR1, Greenwich Ohio, 44837.

Winkle Gee (17) and sister Peaches (16), Rte. 1, Box 211, Charlotte Court House, Va. 23923.

Teresita de los Reyes (20), sister, Rebecca, (18) and sister, Fe (17), 95-N Urgello Private Road, Cebu City, Philippines.

Don Cort (17), P.O. Box 1914, Gary, Ind.

Tony Graham (15), 3 Skyview Ter., Crestview, Ky. 41076.

Leland Rogers (22), 355 Eddy, Apt. 420, San Francisco, Calif. 94102.

Vickie Mount (15), 226 Peabody, Jackson, Tenn. 38301.

David Villagonzaio Jr. (21), 100 D-Toboda St., Mamfaling, Cebu City, Philippines.

Leanord K. Smith (73), R3, Box 234 Pikeville, Tenn. 37367.

Doris Hernandez (17), P.O. Box 418, Woodsboro, Texas 78393.

Bonnie Beach (16), Box 136, Blanchard, Mich. 49310.

Julie Densmore (16), Box 174, Blanchard, Mich. 49310.

Robert Vaughn (16), Six Lakes, Mich. 48886.

Anne Julian (16), Rte. 2, Box 221-B, Simpsonville, S.C. 29681. ●

NEW IMPROVED

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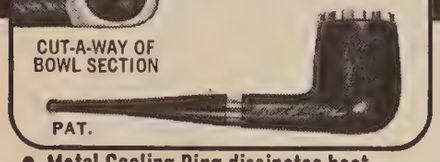


- **Metal Cooling Ring dissipates heat.**
- **Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."**
- **Moisture Trap absorbs condensation.**
- **Crafted of finest Mediterranean Briar.**

**"HOT TONGUE" GONE FOREVER**

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

**NO "BREAKING IN"**

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

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Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

**NO REAMING OR STEM SWABBING**

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

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The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

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# The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

Hereafter, no person will be entered in both the *Switch List* and *Model Trading Post* of the same issue. As this issue hits the news-stands, our June issue is closed. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JACK ANDERSON, 2701 W. Soundview Dr., Tacoma, Wash. 98466, sells 5x7, 8x10, 11x14 pix steam, diesel, elect., esp. NP, GN UP.

M. ANDERSON, Box 201, St. Charles, Iowa 50240, sells back issues Ry. Age, Ry. Maintenance, Railroad Magazine, '33 on.

C.L. ANDREWS, 4231 S.W. 38th St., Hollywood, Fla. 33023, sells 4x5, p.c.-size pix LV, RDG, CNJ, etc. steam, diesels, stations, cars, bridges, ferries, trolleys, wrecks. (SSE)

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells reconditioned 120, 620, 116, 616 and 122-size cameras, desired by many railfans for their large, oblong negs. Details, list free.

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys collections of railroadiana.

STEVE BARKLEY, 2206 Hewitt Dr., Billings, Mont. 59102, buys Off. Guides, NP, CB&Q tts.

BRUCE BARRETT, 2660 Forsythia, Pueblo, Colo. 81004, sells, trades D&RGW, AT&SF, MP, C&W negs. on approval.

CECIL BARRETT, 306 1st St., Saskatoon, Sask., Canada, sells size 116 Canadian rr. pix. List, sample 50c. Will buy "Statutory History of Steam and Elec. Rys. of Canada".

DICK BARRETT, 176 S. Goodman St., Rochester, N.Y., buys steam, diesel bldrs. plates of U.S., Canadian locos.

ANDY BELL, Box 1059, Pointe Claire 720, Que., Canada, buys N. American tr. orders, BLE time bks.

FRED BENNETT, 33 Gabb Rd., Bloomfield, Ct. 06002, sells WW&F $100, $500 bond certificates.

MIKE BEZILLA, 307 2nd Ave., Osceola Mills, Pa. 16666, trades 35mm color slides PRR diesel action for other rrs.

C.T. BOSSLER, 1240 N. 6th St., Reading, Pa. 19601 will buy copy of Mdl. RRer Cyclopedia plate showing 20 Century Ltd. color scheme.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC, any RPO cancellations. Sells pix from 8x10 FEC off. negs.

FRANK BROOKS, Jr., 3009 Seminary Ave., Richmond, Va. 23227, will sell 3x5 carton of railroadiana incl. back issues Trains, 'Railroad Magazine. (SSE)

W. BROSCHART, 102 Ogden Ave., Jersey City, N.J. 07307, buys pix. negs. trolleys, trolleybusses of 1920's-'30's: NY, NJ, New England, Penna.

LARRY BRUNO, 1404 54th St., Kenosha, Wis. 53140 buys, trades C&NW railroadiana for MKT tts., menus, dining car supplies.

CYRIL BUTCHER, 8 Coyne St., Saint Thomas, Ont., Canada, sells. trades PM, C&O, WAB, NYC, CP, CN steam pix. List 10c.

A1C E.N. CLARK, 524 TFS, Box 1274, Cannon AFB, N.M. 88101, buys pix pres. campaign trs.

GEO. COLE 177 Tompkins St., Pittston, Pa. 18640, buys pix LV, Erie, Laurel Line.

ED CONKLIN, 5 King Arthur's Ct., Saint James, N.Y. 11780, trades, sells CN no., bldr. plates, railroadiana. (SSE)

LOU COTNOIR, 19 Buttercup Lane, Medway, Mass. 02053, electrifies brakemen's kerosene hand lanterns into reading, table lamps. (SSE)

DENNIS COWLEY, 916 Wayne St., Erie, Pa. 16503, sells trolley slides on approval. (SSE)

BILL CRAWFORD, 576 Dixmyth Ave., Cincinnati, Ohio, buys, trades, sells RPO cancellations. Trades color slides working RPO's, first-gen. diesels.

GLEN CULLEY, 310 Blackstone Ave., Willow Springs, Ill. 60480, buys trackside tapes CB&Q Pacifics, Hudsons, 5632 with banshee whistle, etc.

VINCENT DELLA TORRE, 116 Cherokee Lane, Franklin Lakes, N.J. 07417, buys pix, negs., color slides N.J. trolleys.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List, 20c. Buys, sells CN, CP, TH&B steam negs.

JIM DORR 5315 14th Ave, Kenosha, Wis. 53140, sells C&NW chair covers, rule bks., emp. tts. etc.

LARRY EASTWOOD, Box 41, Huntingdon Valley, Pa. 19006, buys 35 mm color slides FM diesels, EMD BL's.

J.R. FAIR, 661 W. Polo Dr., Clayton, Mo. 63105, sells rr. bks., mags., brochures, tts. (SSE)

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, buys dining car menus, tts., Pullman, psgr. car pix, slides.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell set of ICS bks. on steam locos, air brakes.

JIM FRED, R.R. #1, Box 28, Cutler, Ind. 46902, makes table lamps out of rr. lantens, old cans, jugs. etc. (SSE)

BOB FRIECHLE, Brownson Dr., Shelton, Conn. 06484, publishes "Plate Collector's Directory" for loco hardware collectors. (SSE)

ED FULCOMER, Box 1004, Canon City, Colo. 81212, buys, sells, diesel slides, negs., CB&Q, UP, D&RGW, MP, AT&SF, CRI&P, WP, NP, GN.

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, now selling prime part of p.c.-size prints, 20c each. Min. order $10. Incl. western roads. State wants. (SSE)

GEOFF GERSTUNG, 415 E. Union St., Lockport, N.Y. 14094, buys pix, slides of NKP 759. Will buy NKP oscillating headlight.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells Pullman Co. souvenir Pinochle playing cards. Sells marked silverware. List free.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½ x 5 color pix PTC, SEPTA, Boston, Newark, TTS, SHRT, CTS, TARS, other trolley, rapid transit; also elec. commuter lines: LIRR, EL, PC, NH. Lists free; specify subjects.

L. GRIER, 374 N.E. Hernando Ave., Port Charlotte, Fla. 33950, will trade 100 tkts. for Elgin rr. watch.

B.K. HEALD, RFD, Winn, Maine, trades MEC, CP tr. orders for those of other rrs.

RALPH HULL, Box 133, Mechanicsburg, Pa. 17055, will sell 5/51, 1/53, 1/54 Off. Guides, good cond.

BOB JOHNSON, Rt. 1. Box 265A, Rossville, Ga. 30741, buys pix, negs., catalogs, etc. on logging rr., Climax locos. Buys Climax bldrs. plate.

E.G. JOHNSON, 2215 E. Bayley, Wichita, Kan. 67211, will sell 75 R&LHS Bulls. as a set. (SSE)

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx. N.Y. 10461, sells back issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

ED KANAK, 2400 Orchard Pl., New Brighton, Minn. 55112, trades, sells slides. Buys slides cab units of CRR, D&H, KCS, LV, NH, RDG, SAL, WM.

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells rubber stamps showing tr. pix with your name and address. Pix incl. steam, diesel, elec. or trolley. (SSE)

TOM KERBY, Rt. 8, Box 427, Tucson, Ariz. 85710, sells SP rule-bks., or trades for other rrs. (SSE)

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell Nelson's "Scenery of UP RR"; Poor's '87 "Directory of RR Officials"; '48 "Appleton's RR & Steamboat Companion".

C.E. KIRCHNER, 628 W. 3rd St., Delphos, Ohio 45833, sells rr. literature. (SSE)

LARRY KISS, 40 Rugby Rd., Brooklyn, N.Y. 11226, sells trk. maps NY area rrs.: PC, EL, LI, NYNH&H. etc. (SSE)

KARL KITCHEN II, 20421 Lake Rd., Rocky River, Ohio 44116, buys Mad River RR railroadiana.

SKIP KITCHEN, 20421 Lake Rr., Rocky River, Ohio 44116, buys rr. hardware, keys, locks, lanterns; police hat, coat badges; etc.

FRED KNAUF, 1429 W. 25th St., Los Angeles, Calif. 90007, buys MEC tts., 10-12/45 Railroad Magazine.

DAN KNOWLES, Box 249, Drexel Hill, Pa. 19026, sells Ardmore trolley transfers, trolley hardware.

ANDREA KRISS. 1915 Barnett St., Rahway, N.J. 07065, sells Railroad Magazine '30-'40. No list.

CARL LARSON, 24 Forest Ave., Caldwell, N.J. 07006, sells rrs., engr. bks., passes, tts., mags., 1870-date. (SSE)

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells 616-size steam negs. U.S., Canadian short lines, indus. rrs. List 10c.

RON LEWIS, 5235¾ Oliva Ave., Lakewood, Calif. 90722, trades size 120 negs. Boston PCC's '58-'62 for recent negs. Trades LAMTA PCC negs.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 55401, buys 35mm color slides CB&Q SD45, U23C in BN colors, MP U30C, GN U33C.

BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, sells pix steam, elec., diesel. (SSE)

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, buys biographical data, stories, pix of RDG enginemen Frank Carles, James Rook.

WILDA McCARTHY, 315 S. Florence, Springfield, Mo. 65806, sells railroadiana from late Stan McCarthy's collection. (SSE)

K.C. McDANIEL, Box 1118, Atlanta, Ga. 30301, sells tts., framed loco pix. (SSE)

A.W. MELCHING, 3968 Walnut Ave., Lynwood, Calif. 90262, sells emp. tts., transfers, pix, tts., tkts., tr. orders, railroadiana. (SSE)

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys back issues Railroad Magazine, Toy Trains, mint. cond.

RALPH MILLER, 742 W. St. Paul, Waukesha, Wis. 53186, sells, buys trolley post cards. (SSE)

BRUCE MOFFAT, 6727 N. Loron, Chicago, Ill. 60646, buys pix, info. on Iowa Term., Pearl Brewery elec. operation.

JEFF MORSS, Havenho, Station Approach, S. Woodham, Chelmsford, Essex, England, will trade British Ry. waistcoat.

WM. MYERS, 50-31 Newton Rd., Woodside, N.Y., trades NYCTA 8mm movies for those of rapid transit, elec. subjects in your area

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys FEC. Fla. railroadiana. Sells FEC pix. Trades FEC tkts.

DAVE OSBORNE, Box 186 Fort Churchill, Man., Canada, buys color slides, psgr., mixed trs., diesels.

JOHN PARKER, 1439 Alpine Dr., Aiken, S.C. 29801, sells pix steam, diesel. List 25c. Sells size 620 negs. on approval.

BOB PEARSON, Box 194, R1, Chattaroy, Wash. 99003, will sell '27 Loco Cyclopedia, '24 "Stoker Fired Locos", '90 Roper's "Handbk. of the Loco.", '76 "Modern Fire Engine".

GEO. PIERSON, 19622 Purnell Ave., Rocky River, Ohio 44116, buys rr. lanterns, globes, adjustable wicks for PRR keystone "Casey" lanterns.

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys pix Buck Run, Beechwood, Sherman collieries along P&R.

HARRY PORTER, 1042 Bardstown Rd., Louisville, Ky. 40204, is forming trackless trolley society. (SSE)

JERRY PRUDEN, 216 S. West St., Alexandria, Ind. 46001, sells NYC 4-6-4 5380's hdtl., bell, whistle; PPR, NYC, B&O rule bks., badges; back issues Trains, Mdl. RRer. buys pre '50 Railroad Magazine.

WAYNE REEDY, 1228 Congress, Middletown, Ind., wants marked cups, saucers, dinner plates, playing cards, ashtrays, pencils, sw. keys.

L. RICHARDSON, Box 265, Northfield, Ohio 44067, buys pix WAB pass. trs., psgr. cars.

L.B. ROBERTS, 120 King Rd., Elma, N.Y. 14059, swaps sw. keys NYC, PRR, PC; emp. tts.; PRR rulebks.

D.D. ROBINSON, 1238 Vanderveer Ave, Hamilton, Ohio 45011, will buy working mdl. of small telegraph key & sounder made by Bunnell Co.

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells 3½ x 5 pix PRR stations. List 10c; sample 25c.

HARRY SCHIMM, 869 164th St., White Rock, B.C., Canada, sells Canadian rr. pix. List, sample 50c. Buys sizes 116, 620 negs. Canadian steam, diesel, CV, DT, DW&P, GTW, Soo.

J.M. SEIDL, 1811 17th Ave., Menominee, Mich. 49858, sells on approval orig. slides Soo, C&NW, CMSP&P, LS&I, GB&W, C&EI, CGW, SCL, etc.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells 35mm slides D&H PA's, autographed bks. "D&H" and "Rutland Rd".

DICK SHORT, 2533 Rosewood Ave., Roslyn, Pa. 19001, sells slides, size 616 negs. eastern trolleys, diesels. (SSE)

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys used commercial, amateur rr. movies.

WALT SMITH, RD 1, Wilcox Rd., Conklin, N.Y. 13748, sells tts., tkts., passes, etc. List free. (SSE)

R.C. SNAVELY, R1, Box 313, Hershey, Pa 17033, will trade 6 clear lantern globes either 4¼" or 5⅝" for one lantern.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells, trades clippings of rr., trolley news, ads, stories. Buys buttons, sw. keys, postcards.

CHUCK STOFFEL, 7141 East Ave., Hanover Park, Ill. 60103, buys, trades for rr. tie clips.

W. STRINGER, 132 Edgewood, Ardmore, Pa. 19003, sells back iss. Railroad Magazine, tts. (SSE)

PAUL STRINGHAM, Box 743, Peoria, Ill. 61601, will sell Trains Magazine 11/40-12/68, early CERA Bulls. (SSE)

J.W. SWANBERG, 14616 Eureka Rd., Southgate, Mich. 48192, buys T&P brass emblem from steam loco, SSW Pine Bluff Shops bldrs. plate.

ED TEFS, R.D. 2, Fredericktown, Ohio 43019, buys pix, slides CMSP&P 50' 300-series exp. box car, esp. painted orange & maroon.

DAVE TREADWAY, 525 Cantrill St., Irvine, Ky. 40336, sells waybills, Ky. Central RR tr. sheets. List, sample 50c.

E.M. TWITCHELL, R2, Elizabethtown, Ill. 62931, will sell 21-jewel Hamilton 992 rr. watch and chain with diesel tr. engraved on back.

BOB UNDERWOOD, 43 Pleasant St., Peru, N.Y. 12972, sells back issues Railroad Magazine, Trains; DL&W, NYS&W dispr. sheets, etc. (SSE)

M.J. VAIUSO, Box 619, Schenectady, N.Y. 12301, trades size 616 diesel roster pix NYC, LV, EL, D&H, etc. for size 616 negs. all rrs.

HOWARD WAYT, Box 441, Bellaire, Tex. 77401, makes b&w slides, murals from your negs. (SSE)

BOB WEBSTER, 1030 Southhill St., Kamloops, B.C., Canada, buys, trades any size negs. former Canadian steam locos used on fan trips, fan rrs.

A.M. WILSON, 12782 St. James Dr., Mantua, Ohio 44255, will do historical research.

ROD WING, 28439 Roslyn, Garden City, Mich. 48135, buys telegraph insulators with rr. name.

JOHN YATES, 125 E. Oakland Ave., Oaklyn, N.J. 08107, will buy radio to monitor rr. frequencies.

HENRY BRAARUD, 1910 N.W. 97th St., Seattle, Wash. 98107, buys unusual loco bells, esp. brass.

C.T. CARLSON, 322 Madison Ave. S., Hopkins, Minn. 55343, sells old tts, steam loco blueprints, 1929 Moody's RR Manual for best offer (SSE)

BILL CARRUTHERS, 58 Princeway Dr., Scarboro 4, Ont., Canada, selling colln. of Railroad Magazine, Trains, Mdl. RRer, RMC, Trains Albums, bulletins, photos, etc. List, 15c.

R.H. DELLINGER, Box 4095, Birmingham, Ala. 35206, trades railroadiana, stamps, coins, jewelry, for other such items; also union, club lapel pins.

THOS. W. DIXON, Box 417, Alderson, W. Va. 24910, wants any C&O railroadiana; esp. wants C&O calendars before 1965.

MIKE EURITT, 5016 Springfield Way, Sacramento, Calif. 95841, wants railroadiana, pix of D&RG, V&T, SP.

J.S. FABBRICATORE, Box D, Wheatland, N.D. 58079, wants matchbooks of current rrs.

W.R. GORDON, 811 Garson Ave., Rochester, N.Y. 14609, sells "Trolleys Down the Mohawk Valley", a 340-photo, 8½ x 11 book of Schen., FJ&G, et al. trolleys, $4.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, buys, swaps old rr. stock certifs., Poor's Manuals.

J.C. HEROLD, 294 Forest Dr., Union, N.J. 07083, trades orig 35mm slides of all areas, esp Midwest, West, South.

BOB HESS, Box 128, Ringoes, N.J. 08551, wants Pintsch gas, elec. pass. car lamps, all types. State price.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, wants Erie pass. train photos, negs. Write first.

JOHN KRAVE, 429 Ford Bldg, Detroit, Mich. 48226, wants recent GTW operating dept. rulebk.

FRANK LUPPINO, 1445 Sunset Ridge, Glenview, Ill. 60025, buys railroadiana: kerosene condr. lanterns; sw., caboose, depot lamps; tkt. daters, punches; etc. Describe, state prices.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, buys Reading RR mags, 1932-42.

LLOYD NEAL, 922 N. Coolidge, Little Rock, Ark. 72207, sells set of 7 shortline photos, $1.

DAVE NESTLE, R.D. 2, Ray Rd., Greenwich, N.Y. 12834, offers large list of railroadiana for sale, incl new items: 10c.

L.M. NOSEWORTHY, 43 W. Macada Rd., Bethlehem, Pa. 18017, buys railroadiana of LVRR, Ironton RR, L&H; also rr Xmas cards. Send all lists.

J.L. OATES, Rte. 1, Box 196A, Thonotosassa, Fla. 33592, trades 35mm slides of SCL, his area for yours.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va., 22308, sells K'chrome dupl. 35mm slides steam, diesel, trolley. Sample, 30c.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, sells emp. tts. of Rdg., PC, C&O, AC&Y; also W&OD dispr. sheets. Trades for RF&P, SR emp. tts. (SSE)

WAYNE RHEINFIELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns: sw., mrkr., classifin, hand. Also globes with rr. markings, bells, headlights, whistles, locks, keys.

ORVIS SCOTT, 338 W. Jacaranda Pl., Fullerton, Calif. 92632, buys transfer collins. Has rr., trolley items to trade.

AL SHARP, 100 Shennecossett Pky., Groton, Ct. 06340, sells tts., rulebks., Off. Guides, back issues Railroad Magazine, bks, tourist guides, maps. Lists, 25c; state interests.


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**• ABOUT THE AUTHOR •**

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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# FROG MURDERS BASS

## Catches Such Giant Bass — So Many Bass, So Often and So Fast!

**Like to catch bigger bass, catch bass when they're not biting for anyone on the lake for any lure or bait? Like more fun fishing than ever in your life before? The next 60 seconds reading will show you how.**

By BILL PLUMMER
as told to Paul Stag
the Week-End Fisherman

A "toy" frog I stumbled on by accident catches such giant bass for me . . . so many bass, so often . . . so fast it has changed my fishing life . . . for others who use my frog . . . experts . . . average fishermen . . . beginners . . . even children . . . it *murders* bass . . . Here's how it can for you.

### The Secret of Catching Lunker Bass

For 22 years I fished bass the hard way . . . but studied their habits . . . how they love weeds . . . and devour every frog they can get.

I tested simulated frogs of every color, shape, size and material I could find . . . but even perfect replicas when motionless were so unnatural in water as to prove useless.

Every lure I used . . . even so-called "weedless" ones . . . fouled or snagged in weeds . . . until I invented my own weedless hook . . . diagram at right shows why.

Then I found it . . . a toy frog of soft rubber and long, trailing, thin, triple-jointed, hollow rubber legs . . . this "toy" frog changed my fishing life and can yours. Here's how.

### World's Most Natural Lure in the Weeds

I seized the frog, put on my weedless hook and rushed to the nearest weed covered lake.

Once cast, the frog sat with just its eyes above water. When I twitched the rod tip, the frog's legs kicked backward in exact imitation of the real thing.

Before I could give a second twitch, something green, black and white blew the pad apart to get at the toy frog. Scratch one bass.

Here was a lure that looked, acted, moved . . . even *felt* so natural to bass that it proved *irresistible*. I could make it sit motionless on a pad . . . move s-l-o-w or fast . . . on or below the surface . . . with a simple twitch of the rod tip I could make it look *frightened* and *hurt* in its action . . . anybody could do the same.

And I could move that lure through the heart of the weed "jungles" bass love as naturally as if it lived there, and so surely I could *forget* the worry of losing snagged lures.

### Reflex Kicking Action Works Instantly

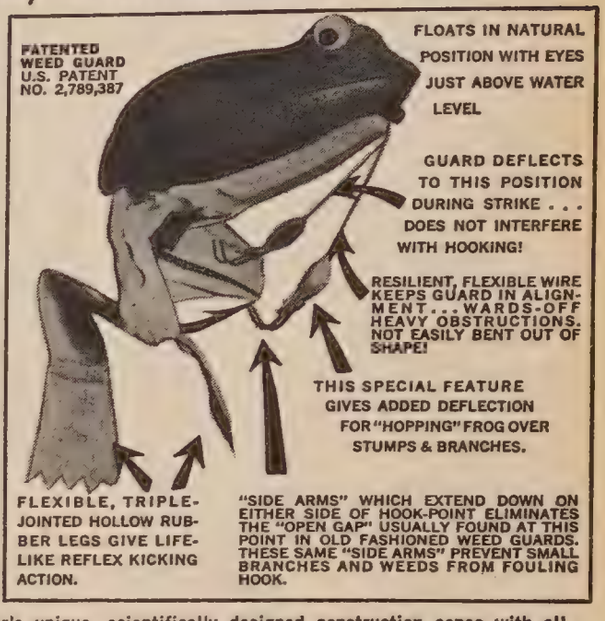
For months I sculptured one body after another out of sponge rubber. I got the precisely right shape and size and weight for perfect casting . . . worked on the hook arrangement to get perfect weed guard action with *positively* no interference with the hook after the strike . . . solved the problems of action and buoyancy . . . tested and re-tested the fish catching power of my frog at every step. Now it was perfect. Every time, for anyone, a twitch of the rod tip would cause the flexible legs instantly to kick out as life-like as imaginable, as it darted ahead.

### Frog Irresistible to Bass

I could show anyone in five minutes how to use the rod with my frog.

### Read What Happened to Me

1. Creel census men of Massachusetts Fish & Wild Life Commission sent photographs of my catches to papers who published my picture and 2 and 3 column stories.
2. Radio and TV Stations interviewed me about my frog's giant catches.
3. Outdoor Life ran a 4-page article on frog and me — featured on front cover. Sports Afield ran 6 editorial pages on us . . . Fur-Fish-Game ran 3.
4. General Motors filmed me using my frog, showed it on 200 TV Stations.
5. Thousands of fishermen heard of frog, ordered it — forcing me into business and out of my job as flying instructor . . . then users reported fabulous catches using my frog and method.


PATENTED WEED GUARD U.S. PATENT NO. 2,789,387
FLOATS IN NATURAL POSITION WITH EYES JUST ABOVE WATER LEVEL
GUARD DEFLECTS TO THIS POSITION DURING STRIKE . . . DOES NOT INTERFERE WITH HOOKING!
RESILIENT, FLEXIBLE WIRE KEEPS GUARD IN ALIGNMENT . . . WARDS-OFF HEAVY OBSTRUCTIONS. NOT EASILY BENT OUT OF SHAPE!
THIS SPECIAL FEATURE GIVES ADDED DEFLECTION FOR "HOPPING" FROG OVER STUMPS & BRANCHES.
FLEXIBLE, TRIPLE-JOINTED HOLLOW RUBBER LEGS GIVE LIFE-LIKE REFLEX KICKING ACTION.
"SIDE ARMS" WHICH EXTEND DOWN ON EITHER SIDE OF HOOK-POINT ELIMINATES THE "OPEN GAP" USUALLY FOUND AT THIS POINT IN OLD FASHIONED WEED GUARDS. THESE SAME "SIDE ARMS" PREVENT SMALL BRANCHES AND WEEDS FROM FOULING HOOK.

I'd inch my frog ahead . . . suddenly sweep forward . . . make my frog slip quietly off the pad into the water . . . race across moss . . . looking as terrified as if running for its life — and the bass struck without caution.

I'd make my frog dart . . . jump . . . dive . . . struggle in water as though drowning . . . bump temptingly along the bottom — I'd catch bass when my buddies would come home skunked.

With my frog I began to catch all the bass I wanted . . . throw back *all* bass under four pounds . . . in New England *before* my frog I rarely caught bass over four pounds. Now I began to catch bass twice as big as before. I was able to fish in the very places huge bass hid in. I'd boat and release bass after bass.

### One Fisherman Tells Another

I had seen 30 bass taken and released in a day's fishing . . . seen giant bass caught . . . bass caught when they were not biting for other fishermen on the lake.

Now report after report came in. "Without doubt the best all-round surface lure I ever used." "The best lure I've ever used." "Your weed guard is superior to any on the market." "Since my first frog, more than doubled my catch of "big ones."

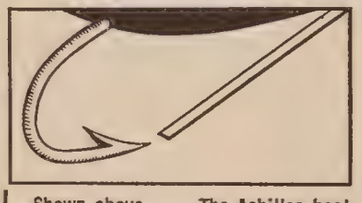
My frog worked for more and more kinds of fresh water and even salt water fish. A non-weedless model proved sensational in clay pits and rock quarries, in clear, open and rock waters which small mouth bass frequent.

Underwater at all depths including "bottom bumping" it proved extremely effective.

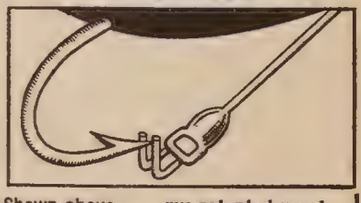
### What This Means to You

Simply this. No longer need you stand helplessly by fishing the edges of weeds when bass are not venturing out from their shelter . . . waste untold hours fishing countless acres of barren water . . . lose valuable tackle trying to go into weeds you're not equipped for . . . be content with puny bass, with a fraction of your limit or even getting skunked simply because you can't safely go after bass in the shelter of weeds, pads and moss.

Bill Plummer's unique, scientifically designed construction copes with all types of hazards while being retrieved at any speed or "dangled" in brush or stumps. Most weed guards are only effective while skimming the water surface at a rapid speed. Bill Plummer's Bass Frog can be fished at any speed and requires all of the features shown to eliminate fouling.



Shown above . . . The Achilles heel of the typical weed guard . . . The "open gap"! This is one of the greatest faults of all conventional type weed guards.



Shown above . . . my patented weed guard gives positive protection against all obstructions . . . weeds, branches, stumps . . . does not interfere with hook or strike!

Now you can fish my reflex action kicking frog into the center of weeds . . . fish over submerged logs, through matted brush, in underwater thickets, through weeds, grass and pads . . . have more FUN fishing than ever before . . . make my frog do tricks . . . crawl . . . race . . . dive . . . sit motionless . . . dart away — use every obstacle to help you that used to hurt you — overhanging branches . . . half submerged logs and rocks . . . moss and weeds so thick you can't see the water . . . too treacherous to dare to fish before, but now a cinch for your frog. Now you can catch bass as you never did before . . . bigger bass, more bass, more often.

### AMAZING TRIAL OFFER

Try my frog at our risk. Fish it in the worst weed trap area you know . . . where bass have been caught but you've been skunked or caught practically nothing . . . over logs, around rocks, through brush and matted weeds. Unless delighted, return for no cost. You must catch more bass, bigger bass, more different kinds of game fish, more often . . . must have more *fun* fishing where the bass are . . . in the weeds . . . or no cost.

### First Come, First Served

Demand is so great I've turned over all manufacture and marketing to **this fine company,** but it may take months to get production up to demand. This advertisement may not be run in this magazine again. It's first come, first served. So act now. Rush coupon below.

---MAIL AMAZING 6 MONTH TRIAL COUPON TODAY---

**HILLSDALE ASSOCIATES, DEPT. AMG 1058**
**208 EAST 43RD STREET, NEW YORK 17**

Yes, I want to try Bill Plummer's BASS FROG Lures on AMAZING 6 MONTH TRIAL OFFER. Send me set of two different size (¼ Oz. and ⅜ Oz.) for only $2.98. If BASS FROG does not catch bigger bass for me . . . make bass fishing more fun . . . if BASS FROG is not the greatest bass lure I've ever used, I can return it within 6 months for full purchase price refund.

☐ **PAYMENT ENCLOSED.** Enclosed is $2.98 (cash, check or M.O.). Ship me set of 2 BASS FROGS postpaid. I SAVE all C.O.D. charges. Money-Back Guarantee.

☐ **SEND C.O.D.** I will pay postman $2.98 plus C.O.D. postage charges. Same Money-Back Guarantee.

NAME .....

ADDRESS .....

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T.L SINK, 2517 Yow Rd., Greensboro, N.C. 27407, sells steam photos, various sizes up to 8 x 10, New Eng., Southern rrs. List, 10c.

J.A. SMITH, 304 Picker Ave., Wood River, Ill. 62095, sells back issues of Railroad Magazine, Western RRer; also color slides (SSE)

WALLACE SWANSON, 5729 27th Ave. N.E., Seattle, Wash. 98105, wants Model Engr. mag. (British). Buys, trades Model RRer, Trains, HO Monthly, Baldwin Locos.

JEFF WEISS, 21-36 33rd Rd., Long Island City, N.Y. 11106, wants 1865 Car Bldrs. Hankbk., Model RR Cyclop. (specify yrs.), lamps, sw. keys, loco bells, headlights, bldrs. plates. State cond., prices.

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, buys marked sw. keys. Wants pressed-glass bread tray or plate with train design. Describe, state price.

JOHN YOUNG, 1170 Fennell Ave. E., Hamilton, Ont., Canada, trades size 120 negs of CNR, CPR, TH&B, for any U.S. diesel negs.

## Model Trading Post

DON BALL, Jr., 13 Ridgecrest E., Scarsdale, N.Y. 10583, will buy O gage Max Gray PRR J-1, I-1, Buddy-L tender, AF tender smoke units.

JACK CINDRICH, 6700 Luther St., Niagara Falls, N.Y. 14304, buys, trades for Varney freight cars.

ED. FOLEY, 64 Danforth St., Taunton, Mass. 02780, will sell AF no. 121 elec. tr., incl. cast iron loco, tin coal and psgr. cars, in oper. cond.

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, will sell Lionel std. ga. frt. cars 12, 13, 17; obs. car 190; '24 catalog.

MIKE HANNA, 522 16th St., Brooklyn, N.Y. 11215, sells NYCTA whistles, gauges, no. plates, etc., swaps for HO brass locos, trolley eqpt. (SSE)

STEVE KING, Franklin & Marshall College, Lancaster, Pa. 17604, will trade HO locos for Kemtron O scale Alco rd. sw.

DICK MILLER, Rt. 2, Box 198, Gibsonburg, Ohio 43431, trades railroadiana, tts., car reports, timeslips, sw. lists, etc. for HO scale.

G. MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, trades s.w. radio-telephone xmtr. for O scale equip.

L.D. MOORE, Box 2144, Portsmouth, Va. 23702, sells, trades Lionel, AF wide ga., O ga. pre-war trs. List 20c.

W.R. SWANSON, 5729 27th Ave N.E., Seattle, Wash. 98105, will buy popcorn engine or similar small mdl. stationary steam engine.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 701 PRR switcher, 435-6 power houses, 437 signal tower.

## Coming Events

April 13: Bay Area Electric RR. Assn. special train from San Francisco via SP and SN to Calif. Ry. Museum, Rio Vista Jct. Details from John Plytnick, 294 Union, San Rafael, Calif. 94901.

April 19: Convention of Nat. Model RRers'. Assn., Garden State Div., at Asbury Park, N.J. Details from Conv. Chmn. Bob Judge, 508 Lakewood Rd., Neptune, N.J. 07753.

April 19: Steam trip over former Black Mt. RR., using ex-BEDT 0-6-0T No. 15. Lv. Burnsville, N.C., 1 p.m. for 23-mile, 3½-hr. trip; photo stops. Fare. $4; kids, $2.50. Tickets, details from Southern Appalachian Ry, Burnsville, N.C. 28714.

April 20: Trolley trip on Shaker Hts. Rapid Transit, 1200-series cars. Lv. SHRT platform at CUT 1 p.m. Fare, $5.75 if paid before April 6; children, $3.75. Contact Northern Ohio Ry. Museum, Traction Excursion, Box 1086, Cleveland, Ohio 44128.

April 20: Repeat BAERA trip of April 13.

May thru first week-end of June: week-end trips from San Francisco to Scotia, Calif., via bus, Calif. Western. NW Pacific. Lv. Fri. eves., return Sundays. Details from Arthur Lloyd, 974 Pleasant Hill Rd, Redwood City, Calif. 94061.

May 3-18: Cross-country tour, New York City to Salt Lake City and return, layover for Golden Spike Centennial on May 10. Former Nickel Plate 2-8-4 No. 759 will be used between N.Y. and Kansas City; diesel power rest of way. Overnight stops at hotels; no sleepers on train. Fare, $995. Details from High Iron Co., Box 200, Lebanon, N.J. 08833.

May 4: Steam trip, Bethlehem, Pa. to Trenton. N.J., via Easton, Phillipsburg, using LV, Bel-Del div. of PC. Fare, $13.95, children $7.95. Details from Quakertown & Eastern RR., Box 438, Quakertown, Pa. 18951.

May 8-11: Gold Spike Centennial special train, operated by Orange Empire Trolley Museum and Pacific RR. Society, Los Angeles to Ogden and return. Lv. L.A., 8 p.m. May 8 via SP; bus connection from Ogden to ceremonial site at Promontory, May 10; banquet in Ogden May 10 evening; lv. Ogden after banquet; arr. L.A. 6:30 p.m. May 11. Fare, $170 and up. Details, reservations from Centennial Train, Box 146, Perris, Calif. 92370.

May 9-12: Gold Spike Centennial special train, San Francisco to Ogden and return. Bus connection from Ogden to ceremonial site at Promontory. Banquet at Ogden Sat. eve. Sun. round trip behind UP 4-8-4 steam loco, Ogden-Salt Lake City. Lv. Ogden Sun. morn., arr. San Francisco Mon. morn. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

May 17-18: Cape Cod rail weekend. Lv. GCT, N.Y. 9:30 a.m. Sat., via New Haven to Providence. R.I., thence via frt.-only track to Hyannis, Mass., for banquet and overnight accommodation. Stopover at Edaville 2-ft.-ga. steam line on Sun., return to N.Y. Sun. eve. Parlor, obs. cars. Fare, $39.75, incl. all costs except meals. Details, tkts. from Empire State Ry. Museum, Box 459, Wall St. Station, New York. N.Y. 10005.

May 18: Double-head steam trip using ex-CP 4-6-2 locos, Baltimore, Md., to Harrisburg, Pa., via Perryville, on former PRR. Return via York and Northern Central branch. Photo stops. Details from Trip Director, NRHS Baltimore Chapter, Box 600, Lutherville, Md. 21093.

May 25: Swap meeting and railroadiana auction at Los Angeles County Fairgrounds, Pomona, Calif., 11 a.m.-4 p.m. Admn. free; bring picnic lunch. Several steam locos on display. Details from R&LHS Southern Calif. Chapter Publicity Chmn. Jim Walker, 11307 Long Beach Blvd., Lynwood, Calif. 90262.

May 25: Steam & diesel circle trip on NH: Grand Central Terml., N.Y., to Danbury, Ct.; then steam to Old Saybrook, Ct., via Maybrook frt.-only line, with Ct. Valley 2-8-0 No. 97. Picnic stop, run-by. Return diesel to GCT. Details from Connecticut Valley RR. Assn., Box 65, East Hartford, Ct. 06108.

May 29-June 1: Pacific Coast Chapt., R&LHS, "Grand Canyon Holiday" via AT&SF from S.F. to Grand Canyon and Phoenix; return via SP Sunset and Coast Daylight. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

June 15: Steam trip on Canadian National, using No. 6218; Sarnia, Stratford, Goderich, and return, 260 miles. Fare. $12; children, $7.50; after June 1st, $13 and $8.50. Details from Sarnia-Lambton Reg. Tourist Council, Sarnia, Ont., Canada.

July 3: Mt. Washington Cog Ry. centennial, incl. banquet, other events. Details from Mt. Washington Ry. Co., Mount Washington, N.H. 03589.

July 3-6: Pacific Coast Chapt., R&LHS, "Silverton Tour" from S.F. via AT&SF to Gallup, bus to Alamosa, D&RGW narrow-gage steam train to Silverton, bus to Grand Jct., return to S.F. on Calif. Zephyr. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

July 25-Aug. 10: Private luxury Pullman tour of U.S., from N.Y. via Chicago, Seattle, San Francisco, Los Angeles, San Diego, New Orleans and return. Trip depends on advance sale of enough tickets, and railroad conditions. Many lines and name trains will be used. Details from A. G. Adams, 116 Deerfield Terr., Mahwah R.D., Ramsey, N.J. 07446.

Aug. 29-Sept 1: Bay Area Electric RR. Assn. special train from S.F via SP to Eugene, Ore., with side steam trip on McCloud River RR. Details from John Plytnick, 294 Union, San Rafael, Calif. 94901.

April through Summer: Southern Appalachian Ry. 12½-mile steam trip, using ex-BEDT 0-6-0T No. 15, former Black Mt. RR. trackage. Lv 1:00, 2:45, 4:30 from Micaville, N.C., Sat.. Sun., hol. April 19-Oct. 19; daily June 14-Sept. 1. Fare, $2; children, $1. Details from Southern Appalachian Ry., Burnsville, N.C. 28714.

Thru Sept. 28: Trolley operation on Columbia Park & Southwestern, Olmstead Falls, Ohio, 1 to 6 p.m. Sun. and hol. only. Wide variety of cars in operation. Details from CP&W Ry., 7100B Columbia Rd., Olmstead Falls, Ohio 44138.

April 26-Oct. 11: Series of 8-day cruises on CN steamship Prince George from Vancouver, B.C., to Skagway, Alaska, with stops en route and side trip to Carcross, Y.T., via White Pass & Yukon Ry. Fare, $188.50 (Can.) and up. Details from W. J. Dewan, Publ. Rels. Mgr.. Canadian National Rys., 630 5th Ave., New York, N.Y. 10020.

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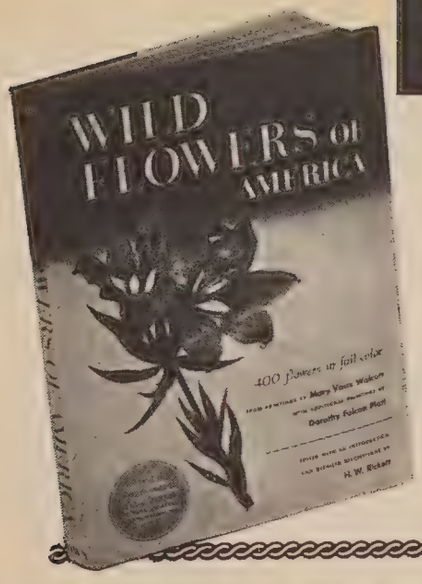


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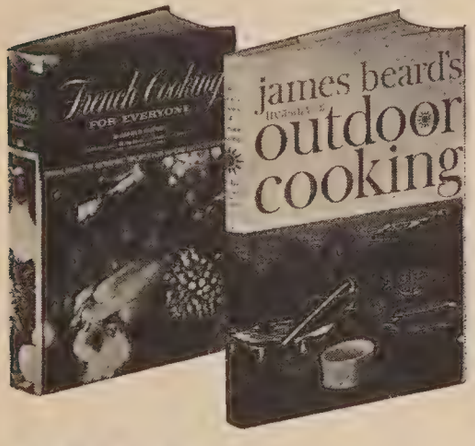


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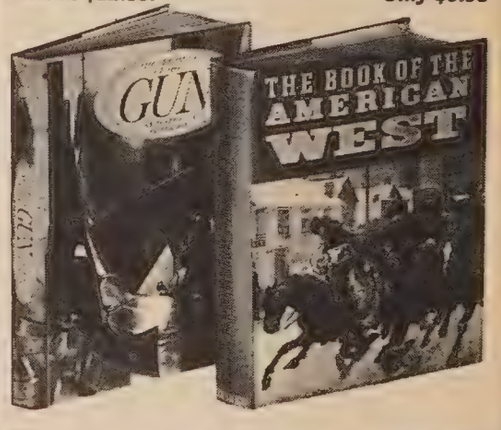


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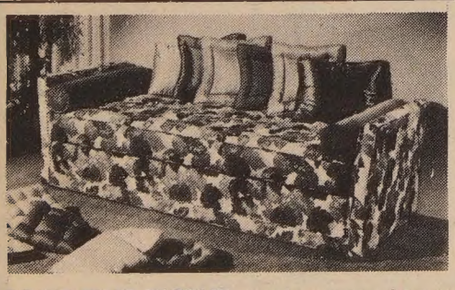

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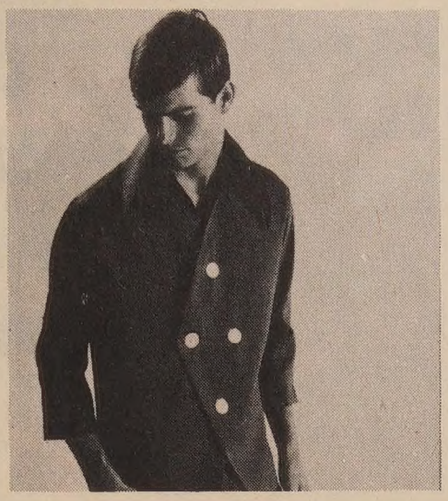

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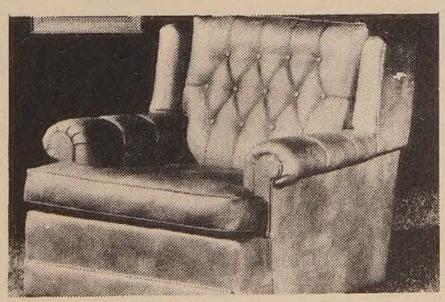

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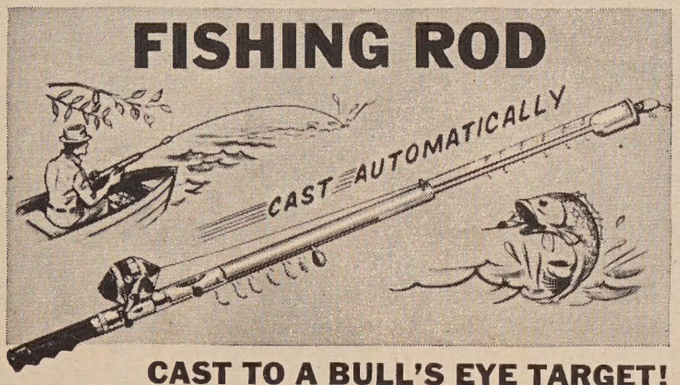


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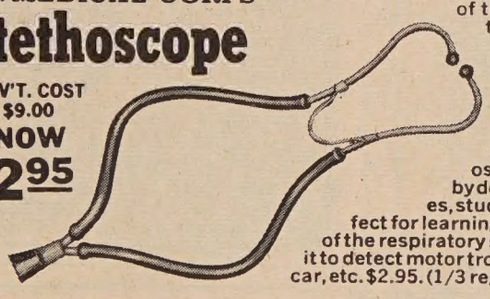

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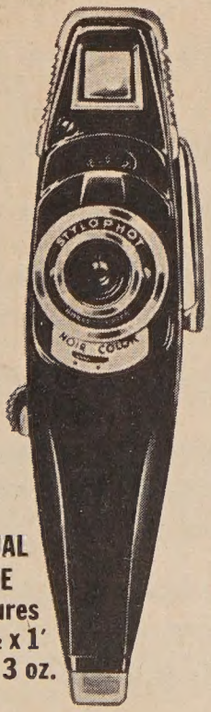


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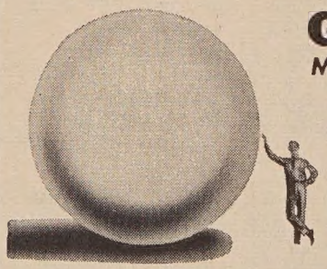

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## MONEY BACK GUARANTEE!

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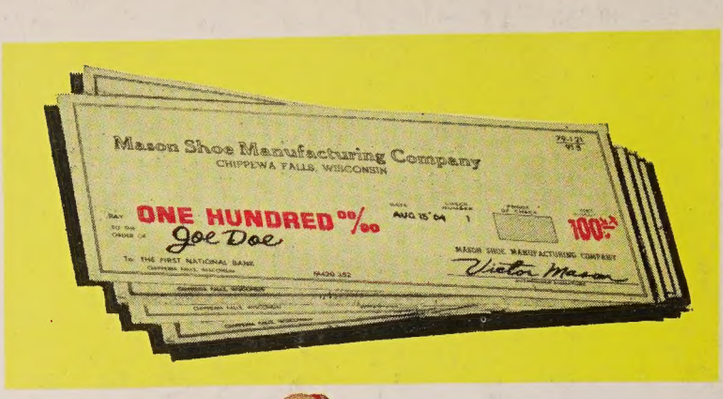

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Mason shoes sell fast! That's because you offer 275 styles for men, women and children . . . with many *exclusive* comfort features. When it comes to fit, you draw on Mason's stock of 300,000 pairs, sizes 4 to 16, widths AAA to EEEE. And every sale means *automatic* repeat and referral business—'cause Mason shoes are NOT sold in stores. Folks must buy from YOU every time!

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